

**Project title:** Sound Transit Everett Link Extension Environmental Impact Statement Scoping

## City Council Agenda Item Cover Sheet

**Council Bill #** *interoffice use*

**Agenda dates requested:**

March 1, 2023

**X Briefing**

Proposed action

Consent

Action

Ordinance

Public hearing

Yes X No

**Budget amendment:**

Yes X No

**PowerPoint presentation:**

X Yes No

**Attachments:**

Powerpoint

**Department(s) involved:**

CPED, PW, Transit, Admin

**EVLE Staff Team:**

Yorik Stevens-Wajda

Becky Ableman McCrary

Dan Eernisse

Ryan Sass

Tom Hingson

**Phone number:**

425-257-8725

**Email:**

[ystevens@everettwa.gov](mailto:ystevens@everettwa.gov)

**Initialed by:**

DE

Department head

Administration

Council President

**Project:** Sound Transit Everett Link Extension

**Partner/Supplier:** Sound Transit

**Location:**

**Preceding action:**

**Fund:**

**Fiscal summary statement:**

No fiscal impact.

**Project summary statement:**

The Sound Transit (ST) Everett Link Extension (EVLE) will connect Everett and Snohomish County to the existing Link light rail network, and provide 16 miles of fast, reliable public transit to our region's residential and business centers.

ST's EVLE project team is requesting public scoping comments on the route, station, and operations and maintenance facility alternatives now through the comment deadline of March 10, 2023. Before ST start work on an environmental impact statement, ST is looking for public feedback to guide decision-making. Comments can be submitted now through March 10 by visiting ST's [interactive website](#), emailing [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org), leaving a voicemail at [425-492-7218](tel:425-492-7218) or by mail to: Everett Link Extension, ATTN: Kathy Fendt, Sound Transit, 401 S. Jackson St., Seattle, WA 98104.

Tonight's briefing will focus on the station location, alignment, and operations facility decisions that will be made by the Sound Transit in May 2023. It will also provide the city staff team's recommendation of the city's position on each of these decisions.

**Recommendation (exact action requested of Council):**

No action is required. The briefing is for information only.

# Sound Transit

## Everett Link Extension EIS Scoping

Staff Everett Link Extension (EVLE) Team

March 1, 2023      Council Briefing



# June 2023 Sound Transit Board Decision

- Select alternatives to advance for further study in Environmental Impact Statement (EIS)
- Preferred alternative and back-up alternative
  - Station location with alignment
  - Operations Maintenance Facility (OMF) location
- June 2023 decision is not final
  - 2025 preferred alternative confirmed
  - 2026 final decision



# Schedule



Develop and Evaluate  
Alternatives



**June 2023:** Identify preliminary preferred alternative and other alternatives to study in DEIS

Draft Environmental  
Impact Statement



**Mid 2025:** Confirm or modify preferred alternative

Final EIS



**Late 2026:** Select Project



Construction

Testing



**Service begins**



# Presentation format

- Arranged by decisions
  - ST3's "Representative" **STATION A** with **pink alignment**
  - Review Lynnwood to Everett [easy to hard, sadly]
  - Site of OMF North
- Scoring of each alternative
  - Criteria grouped: contrasts on top, neutrals on bottom
  - Observations and priorities
- Recommendation of city staff team



# Disclaimer

- Illustrations shown are preliminary
  - Reflect best information generated
  - More complete information needed for final decision
- Three years of engineering and design work in EIS ahead
  - May increase impacts
  - May decrease impacts
  - May even change alternatives

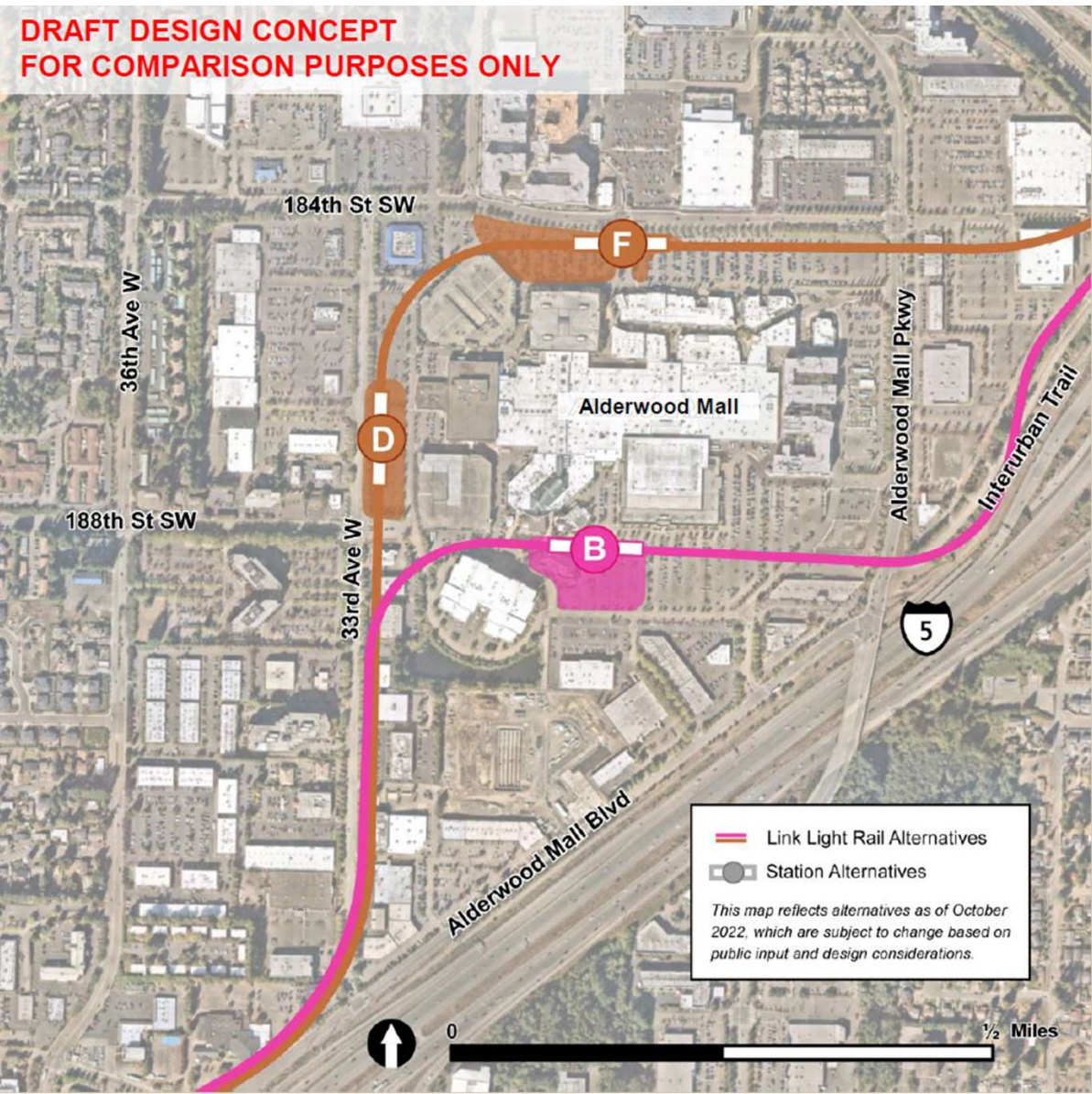


Station and alignment

# WEST ALDERWOOD



DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY



## STATION B

- South of Alderwood Mall

## STATION D

- West of Alderwood Mall
- City of Lynnwood's choice

## STATION F

- North of Alderwood Mall



**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**

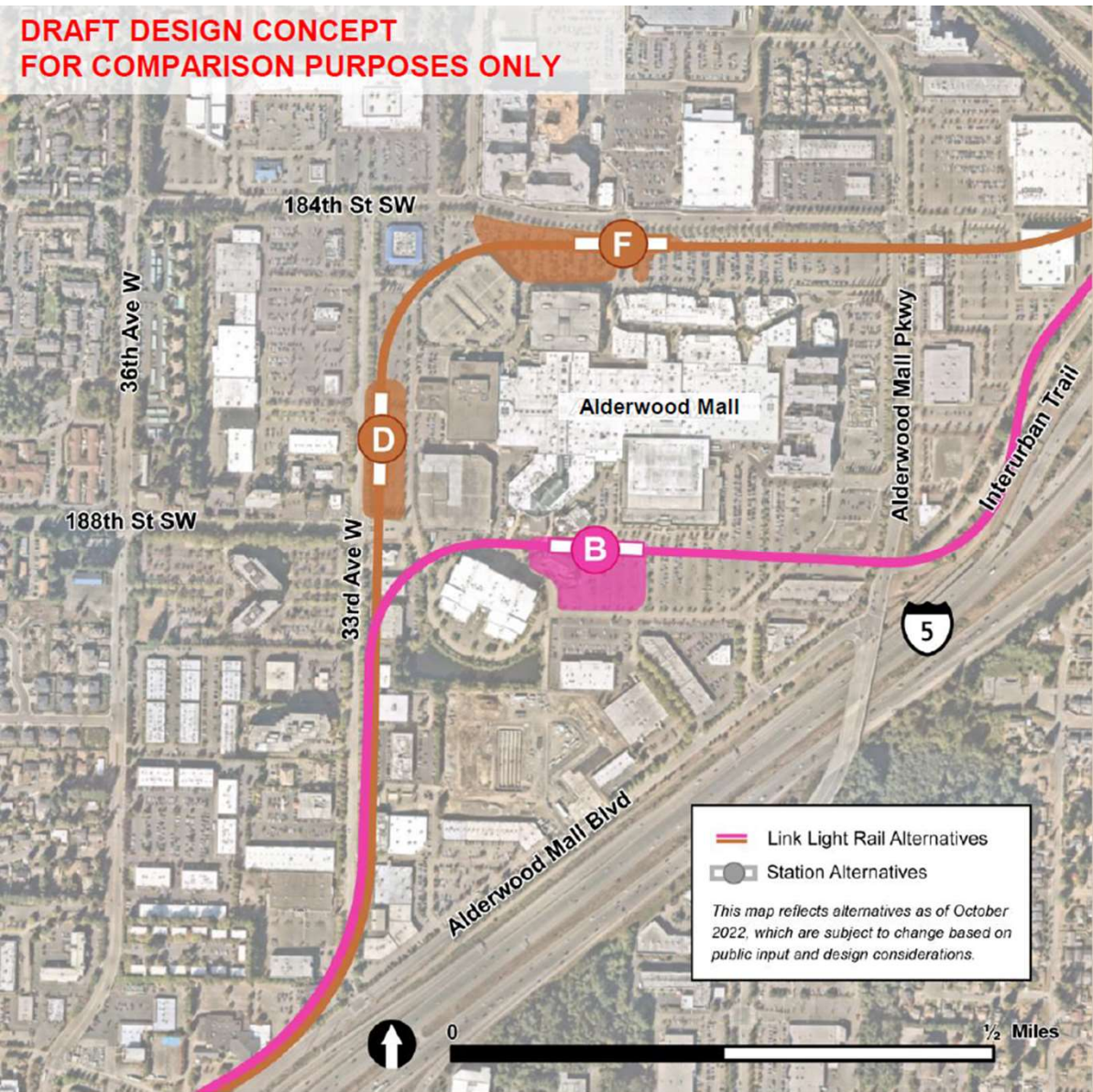


	<b>B</b>	<b>D</b>	<b>F</b>
Community Assets			
Transit Integration			
Transportation Plan Consistency			
2040 Population + Jobs			
Technical Challenges			
Equity: Race, Income, English Proficiency			
Equitable Access to Jobs			
Land Use Plan Consistency			
TOD Development Potential			
Quality of Pedestrian Connections			
Quality of Bike Connections			
Non-Project Traffic Effects			
	<b>B</b>	<b>D</b>	<b>F</b>
Comparative Cost Estimates			
Equity: Age, Ability, Means of Access			
Proximity to Affordable Housing			
Built Environment + Social Resources			
Acquisitions and Displacements			
Burdens to Underserved Communities			
Natural Environment			





DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY



Community Assets	B	D	F
Transit Integration			
Transportation Plan Consistency			
2040 Population + Jobs			
Technical Challenges			
Equity: Race, Income, English Proficiency			
Equitable Access to Jobs			
Land Use Plan Consistency			
TOD Development Potential			
Quality of Pedestrian Connections			
Quality of Bike Connections			
Non-Project Traffic Effects			

Comparative Cost Estimates	B	D	F
Equity: Age, Ability, Means of Access			
Proximity to Affordable Housing			
Built Environment + Social Resources			
Acquisitions and Displacements			
Burdens to Underserved Communities			
Natural Environment			



# WEST ALDERWOOD RECOMMENDATION

- Station B scores poorly
- Station D Scores best
- Station D preferred by City of Lynnwood
- Cost is not a significant factor
  - Thrift will speed completion to Downtown Everett

**PREFERENCE: STATION D**

**BACKUP: STATION F**



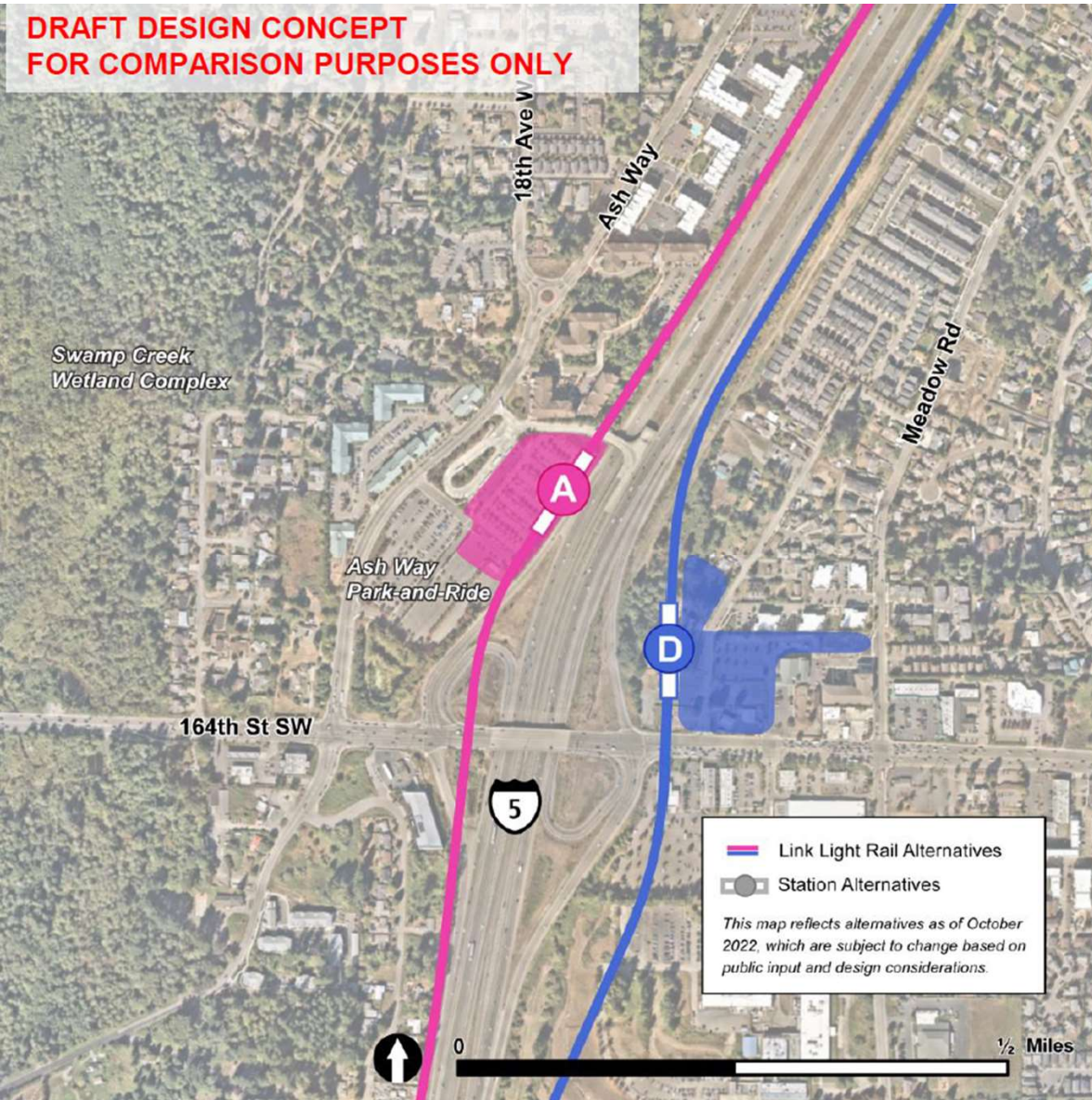
Station and alignment

# ASH WAY





**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



## STATION A

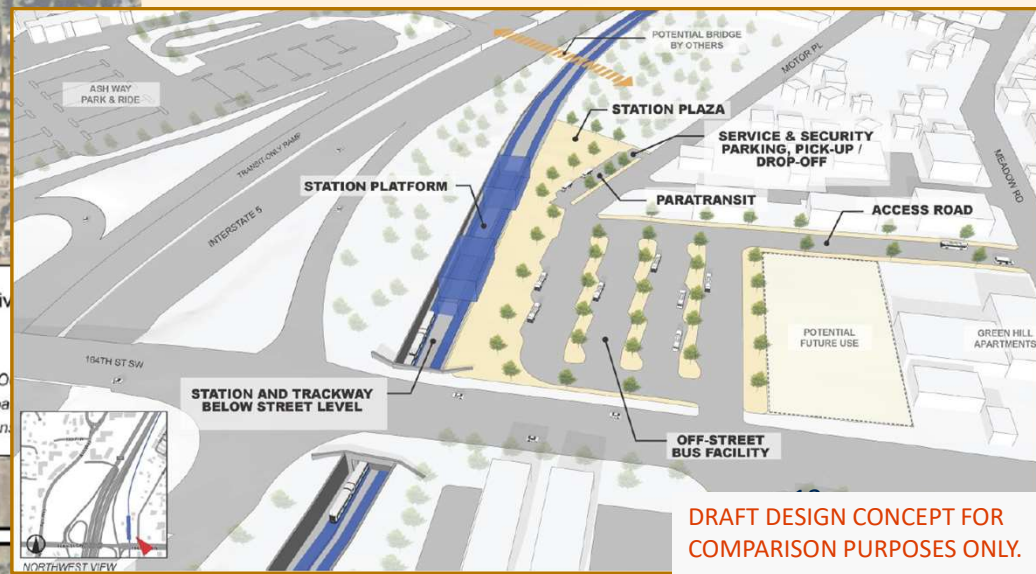
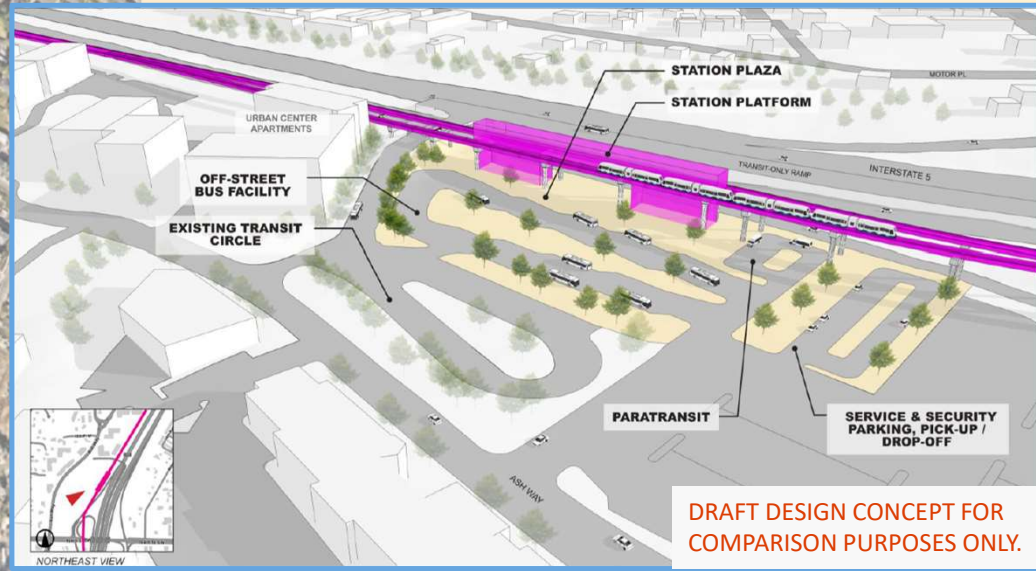
- Beside Ash Way Park & Ride lot
- Elevated alignment

## STATION D

- East side of I-5
- NW of Walmart
- Requires two I-5 crossings
- At-grade in public ROW around 164<sup>th</sup>

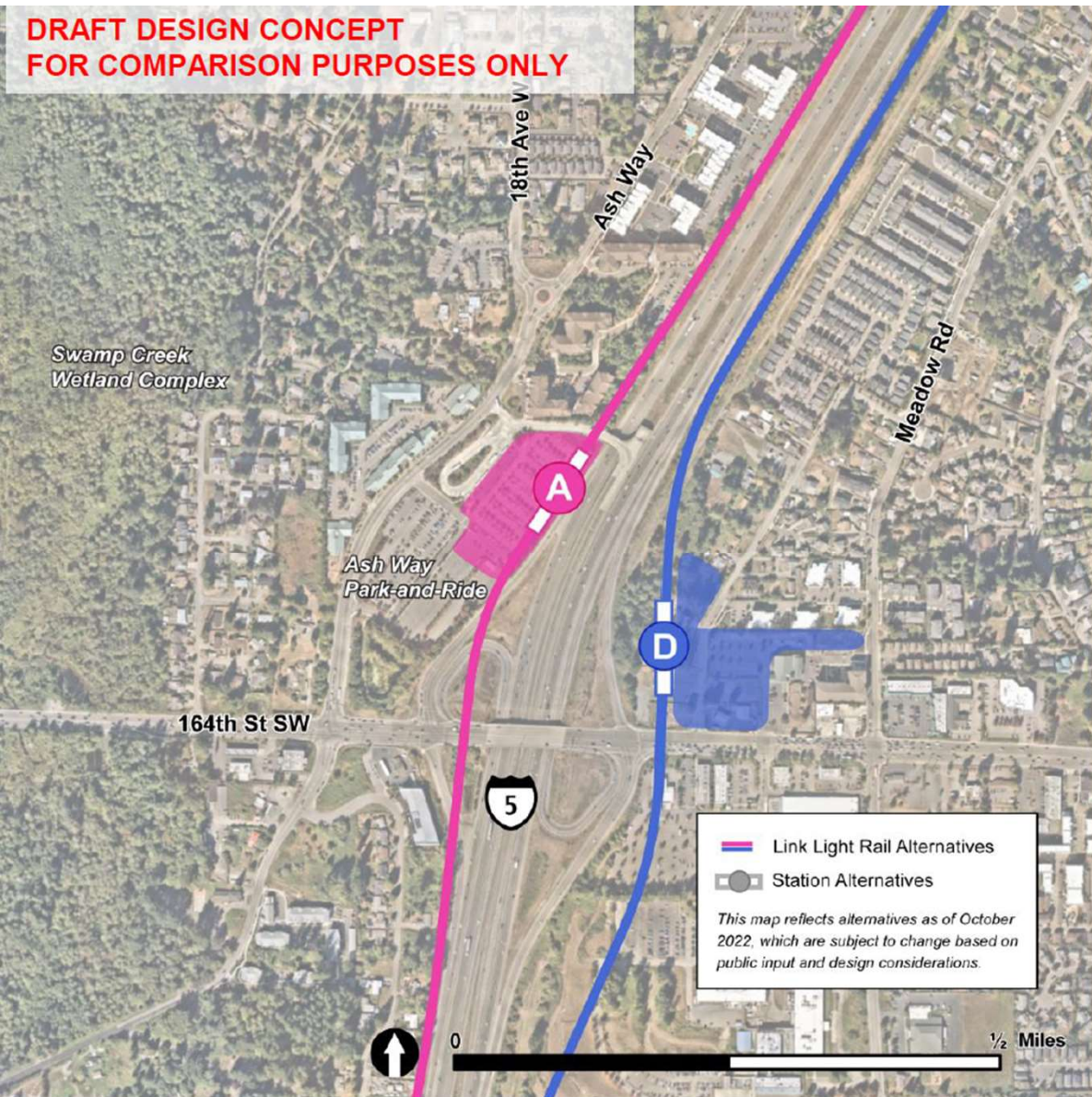


**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**





**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



Transit Integration

Transportation Plan Consistency

Equity: Race, Income, English Proficiency

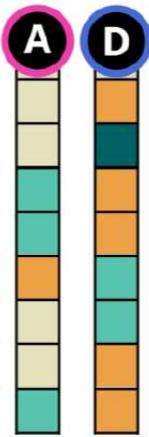
Proximity to Affordable Housing

TOD Development Potential

Quality of Bike Connections

Built Environment + Social Resources

Non-Project Traffic Effects



Community Assets

2040 Population + Jobs

Technical Challenges

Comparative Cost Estimates

Equity: Age, Ability, Means of Access

Equitable Access to Jobs

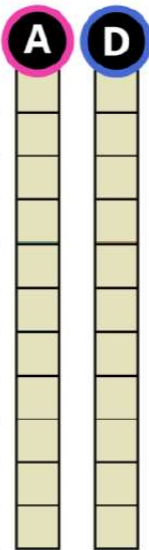
Land Use Plan Consistency

Quality of Pedestrian Connections

Acquisitions and Displacements

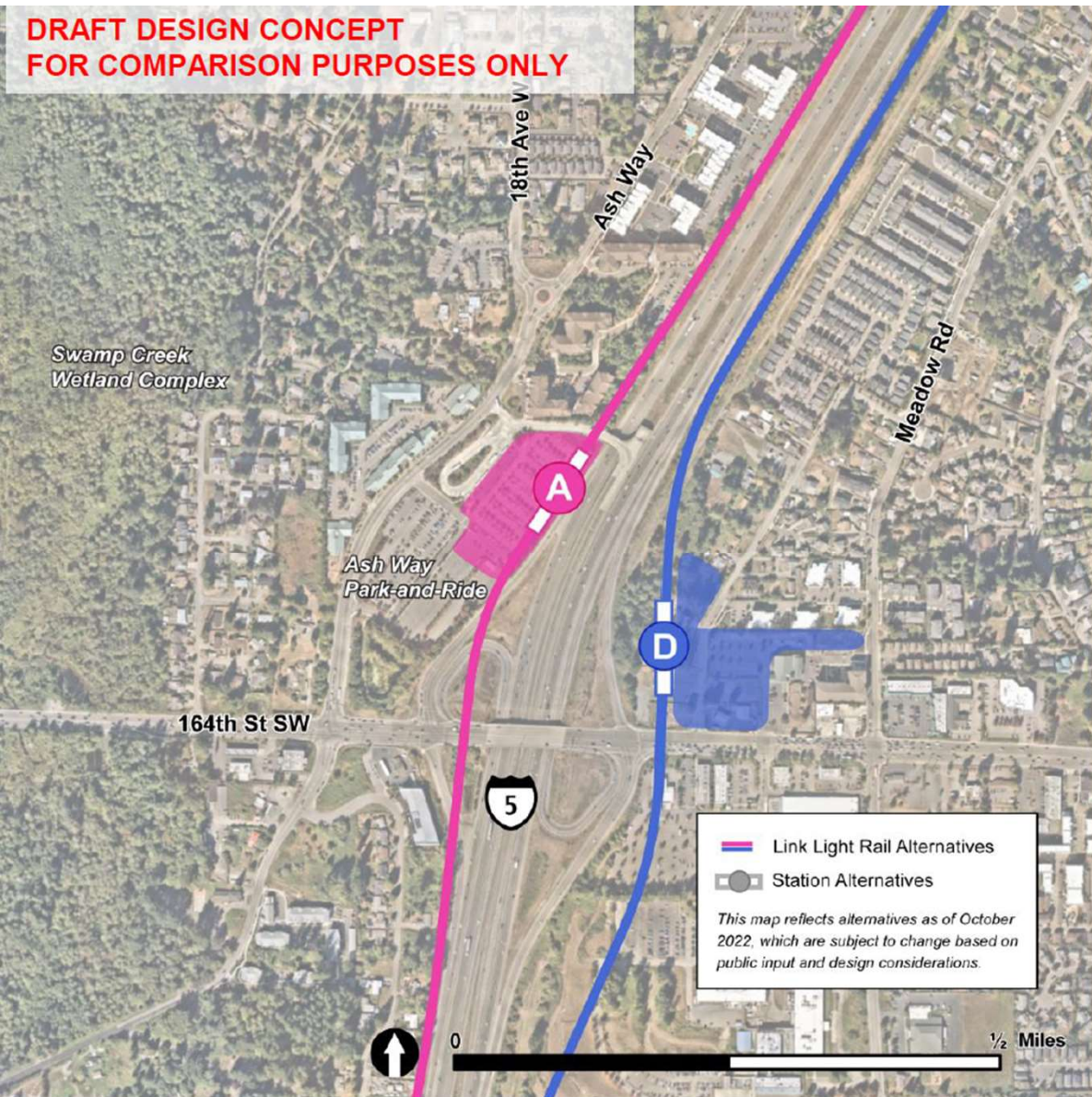
Burdens to Underserved Communities

Natural Environment





**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



	A	D
Transit Integration		
Transportation Plan Consistency		
Equity: Race, Income, English Proficiency		
Proximity to Affordable Housing		
TOD Development Potential		
Quality of Bike Connections		
Built Environment + Social Resources		
Non-Project Traffic Effects		
Community Assets		
2040 Population + Jobs		
Technical Challenges		
Comparative Cost Estimates		
Equity: Age, Ability, Means of Access		
Equitable Access to Jobs		
Land Use Plan Consistency		
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Acquisitions and Displacements		
Burdens to Underserved Communities		
Natural Environment		



# ASH WAY RECOMMENDATION

- Surprisingly, preliminary costs are similar
- Station A has less impacts, strong equity score
- Station D is County Council's preferred alternative
  - Superior transportation to east
  - Significant TOD potential

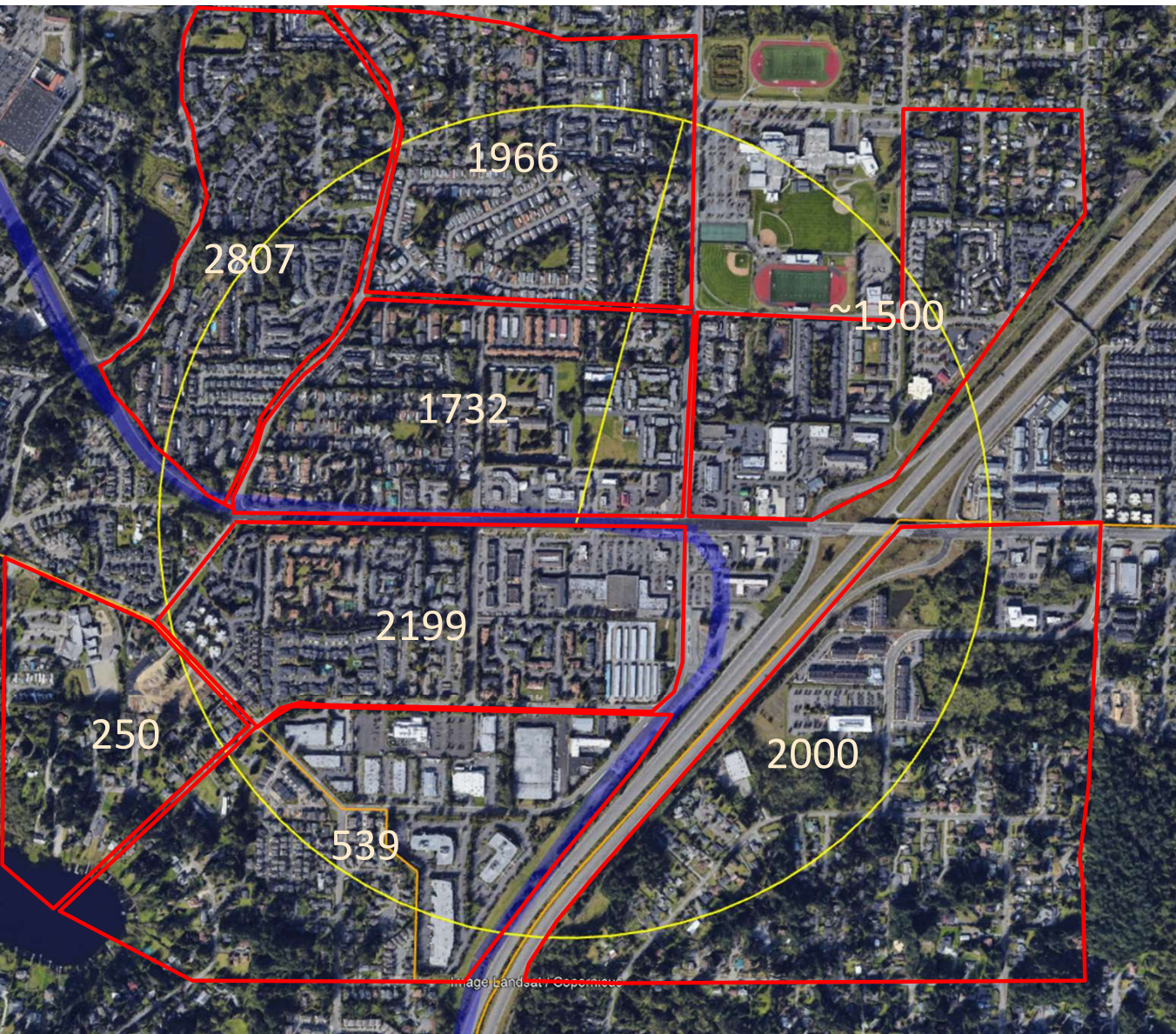
***EVERETT'S PREFERENCE IS LOW-COST ALTERNATIVE, SO  
STUDY BOTH STATION A AND STATION D***



Station and alignment

**MARINER**





## DENSE AREA

Within ½ mile radius:

- 8,000 people live north of 128<sup>th</sup>
- 3,000 people live south of 128<sup>th</sup>
- 2,000 live on the east side of I-5



**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



## STATION A

- North side of 128<sup>th</sup>

## STATION B

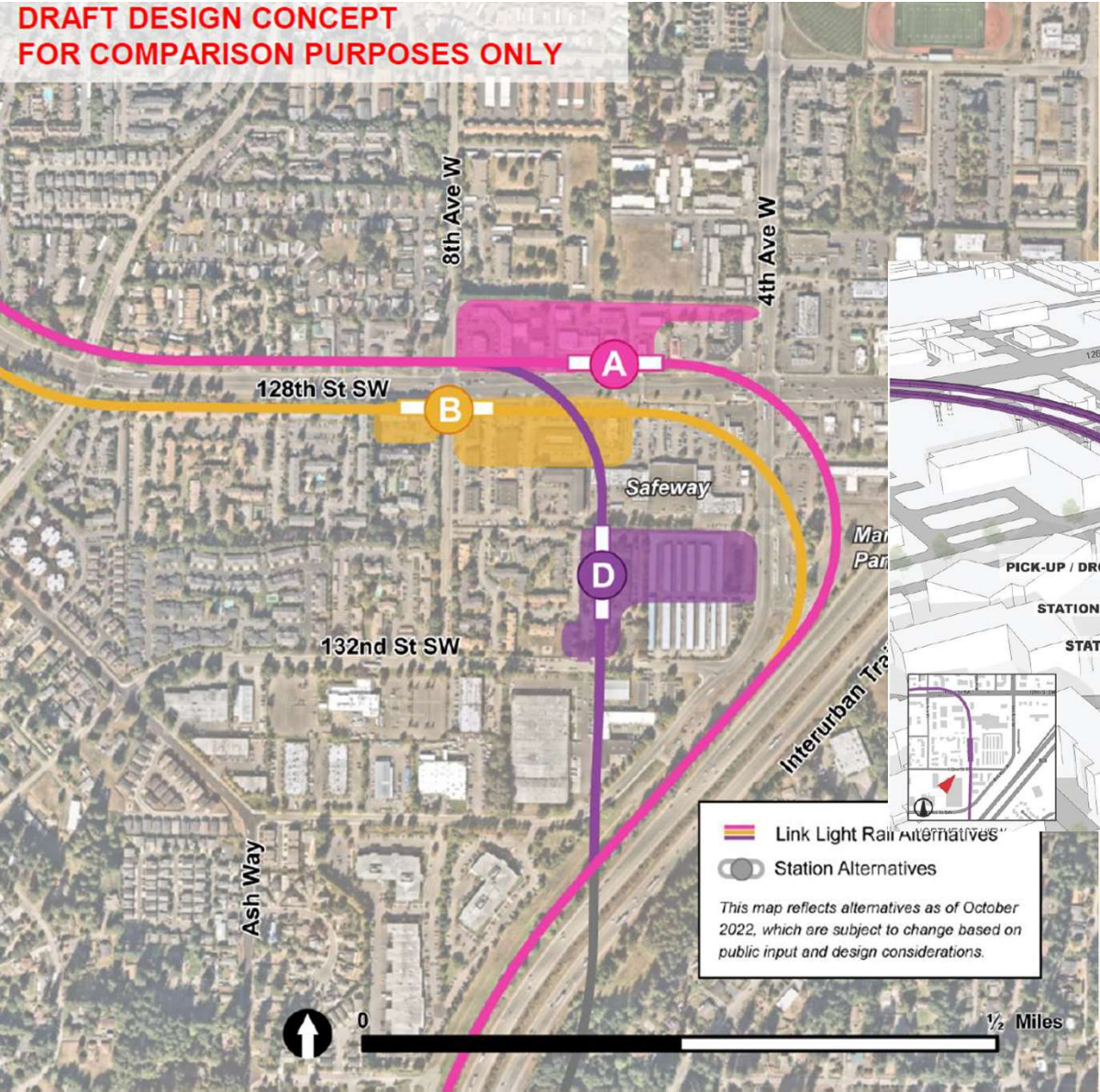
- South side of 128<sup>th</sup>

## STATION D

- By Mariner Park & Ride
- Low score doesn't reflect County-planned bus overpass of Interstate 5



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FOR COMPARISON PURPOSES ONLY

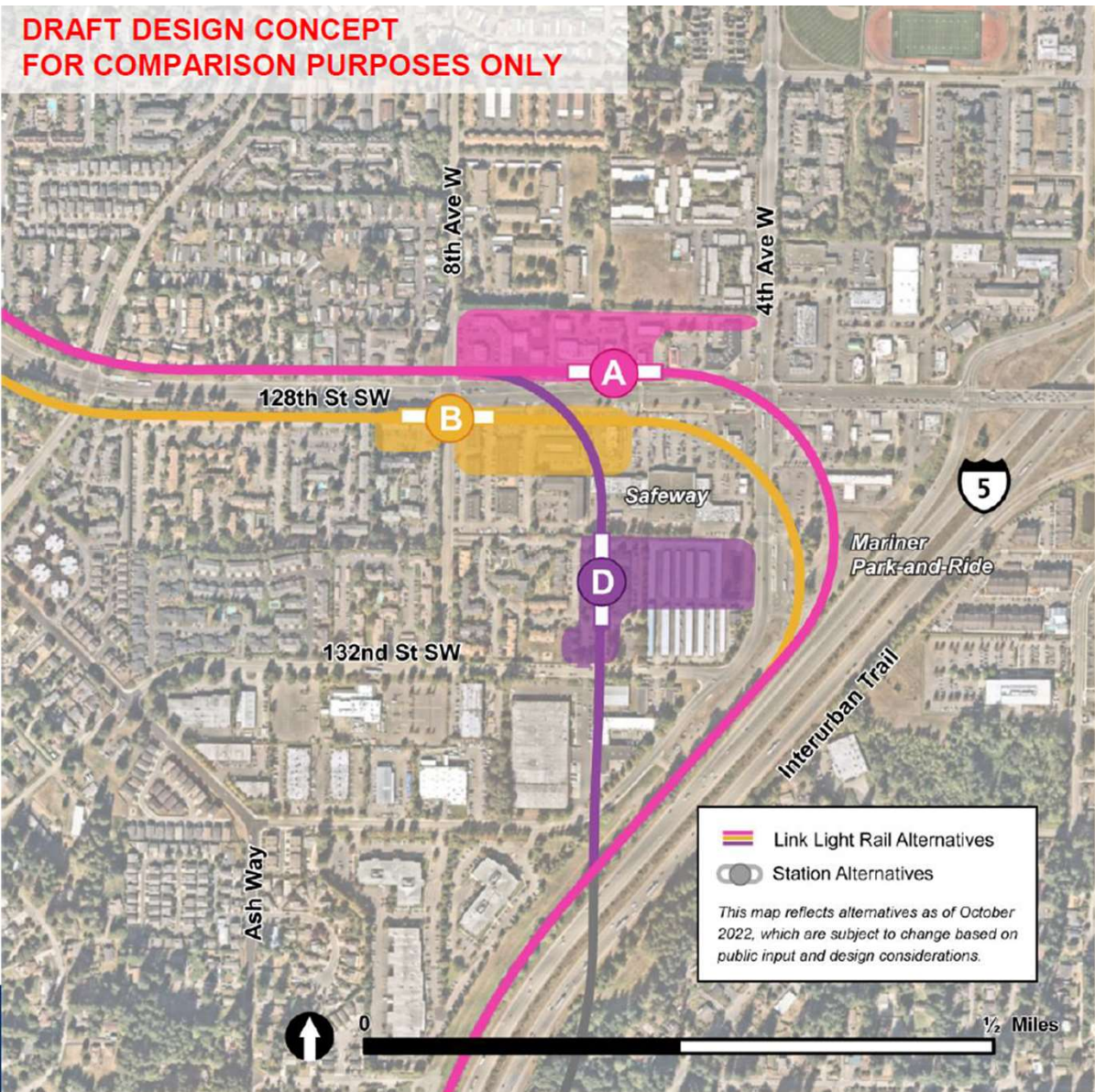


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COMPARISON PURPOSES ONLY.





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FOR COMPARISON PURPOSES ONLY

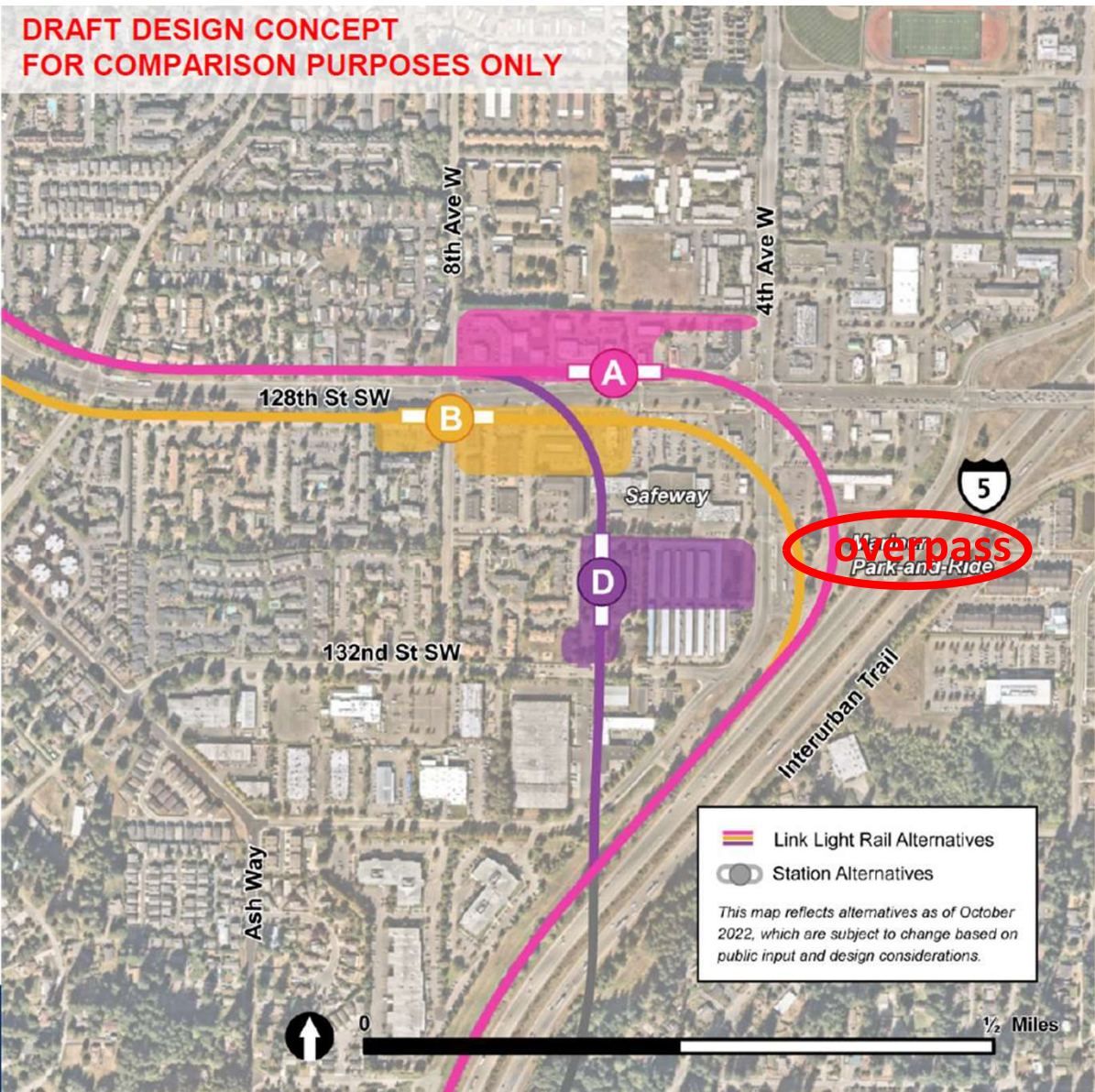


	A	B	D
Transportation Plan Consistency			
2040 Population + Jobs			
Equity: Race, Income, English Proficiency			
Equity: Age, Ability, Means of Access			
TOD Development Potential			
Quality of Pedestrian Connections			
Acquisitions and Displacements			
Burdens to Underserved Communities			
Non-Project Traffic Effects			
Natural Environment			
Community Assets			
Transit Integration			
Technical Challenges			
Comparative Cost Estimates			
Equitable Access to Jobs			
Proximity to Affordable Housing			
Land Use Plan Consistency			
Quality of Bike Connections			
Built Environment + Social Resources			





DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY



	A	B	D
Transportation Plan Consistency			
2040 Population + Jobs			
Equity: Race, Income, English Proficiency			
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TOD Development Potential			
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Acquisitions and Displacements			
Burdens to Underserved Communities			
Non-Project Traffic Effects			
Natural Environment			
Community Assets			
Transit Integration			
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Comparative Cost Estimates			
Equitable Access to Jobs			
Proximity to Affordable Housing			
Land Use Plan Consistency			
Quality of Bike Connections			
Built Environment + Social Resources			



# MARINER RECOMMENDATION

- Regardless, Safeway center likely redeveloped
- Station B outperforms both A and D
- County believes I-5 overpass is gamechanger
- Cost is not a significant factor

**PREFERENCE: STATION B**

**BACKUP: STATION D ASSUMING OVERPASS OF I-5**





Stations south of Everett: West Alderwood, Ash Way, and Mariner

## **DISCUSSION BREAK**

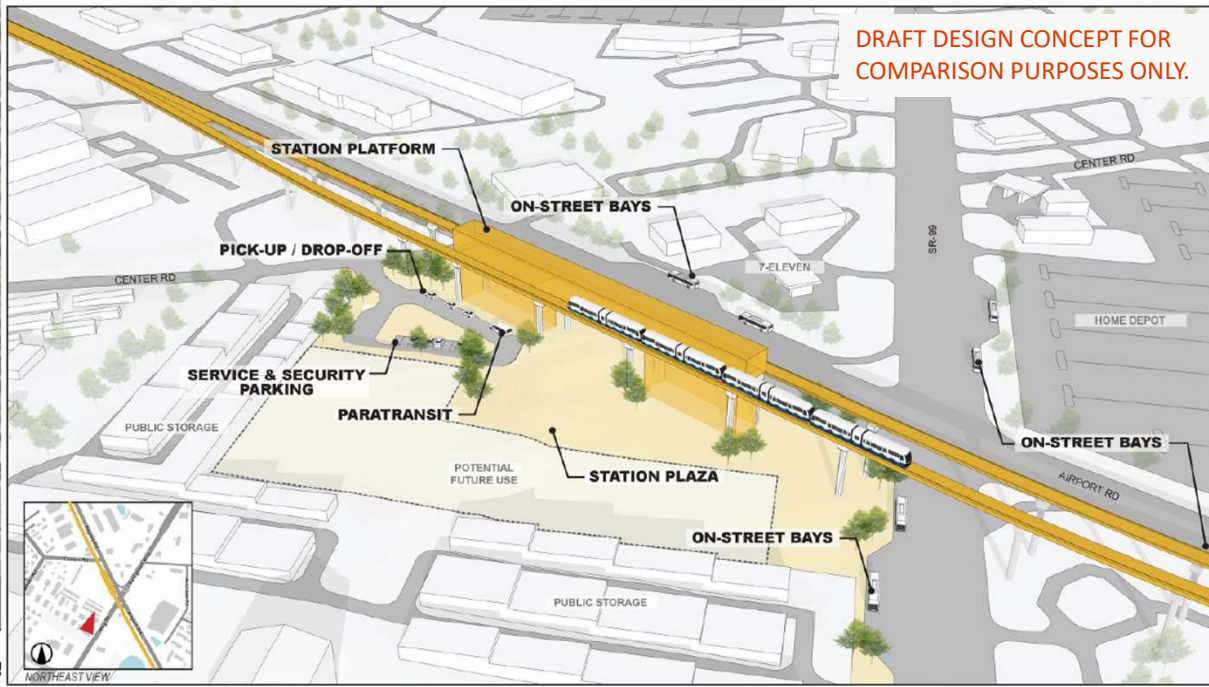
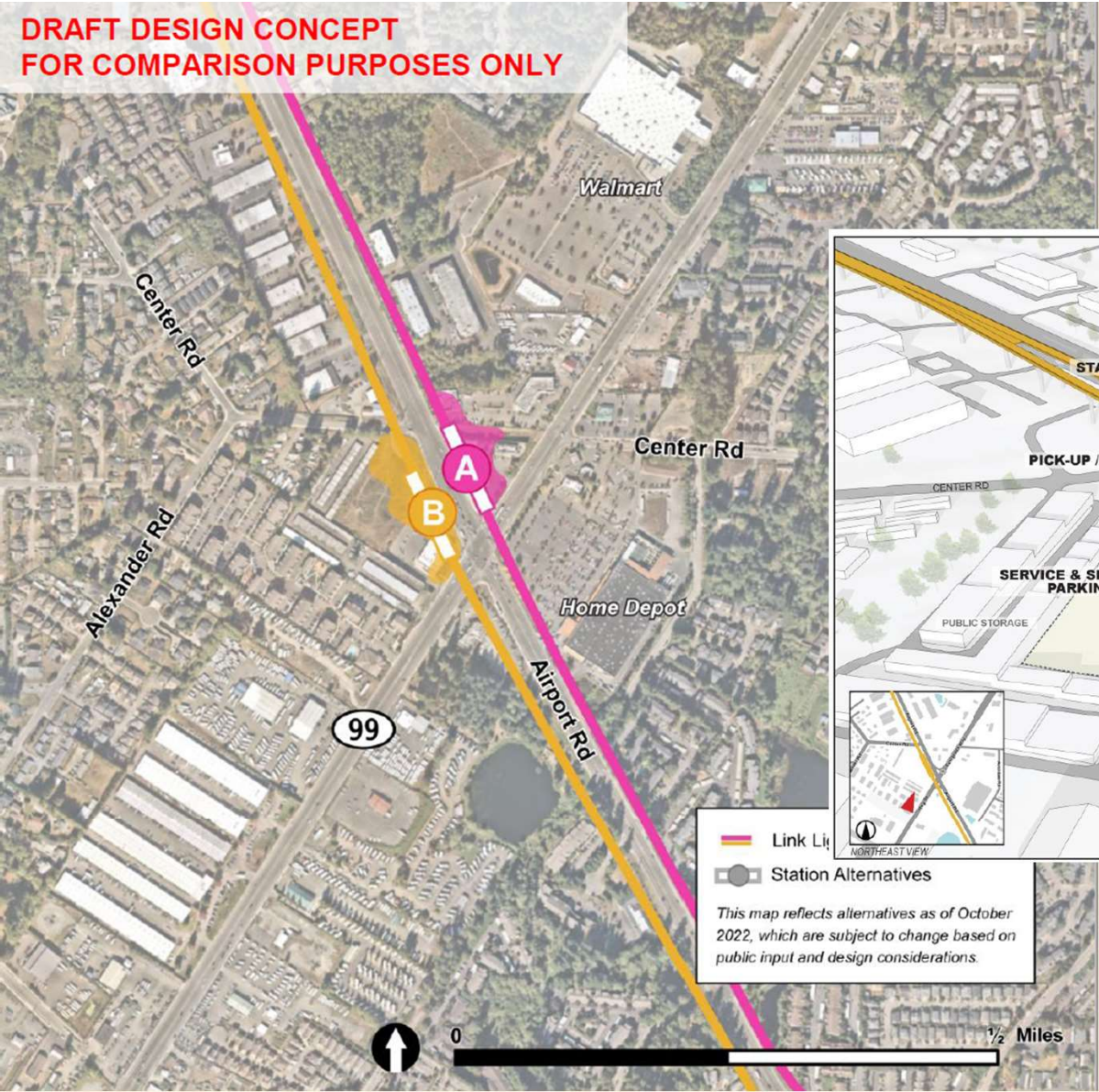


Station and alignment

# AIRPORT ROAD



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FOR COMPARISON PURPOSES ONLY

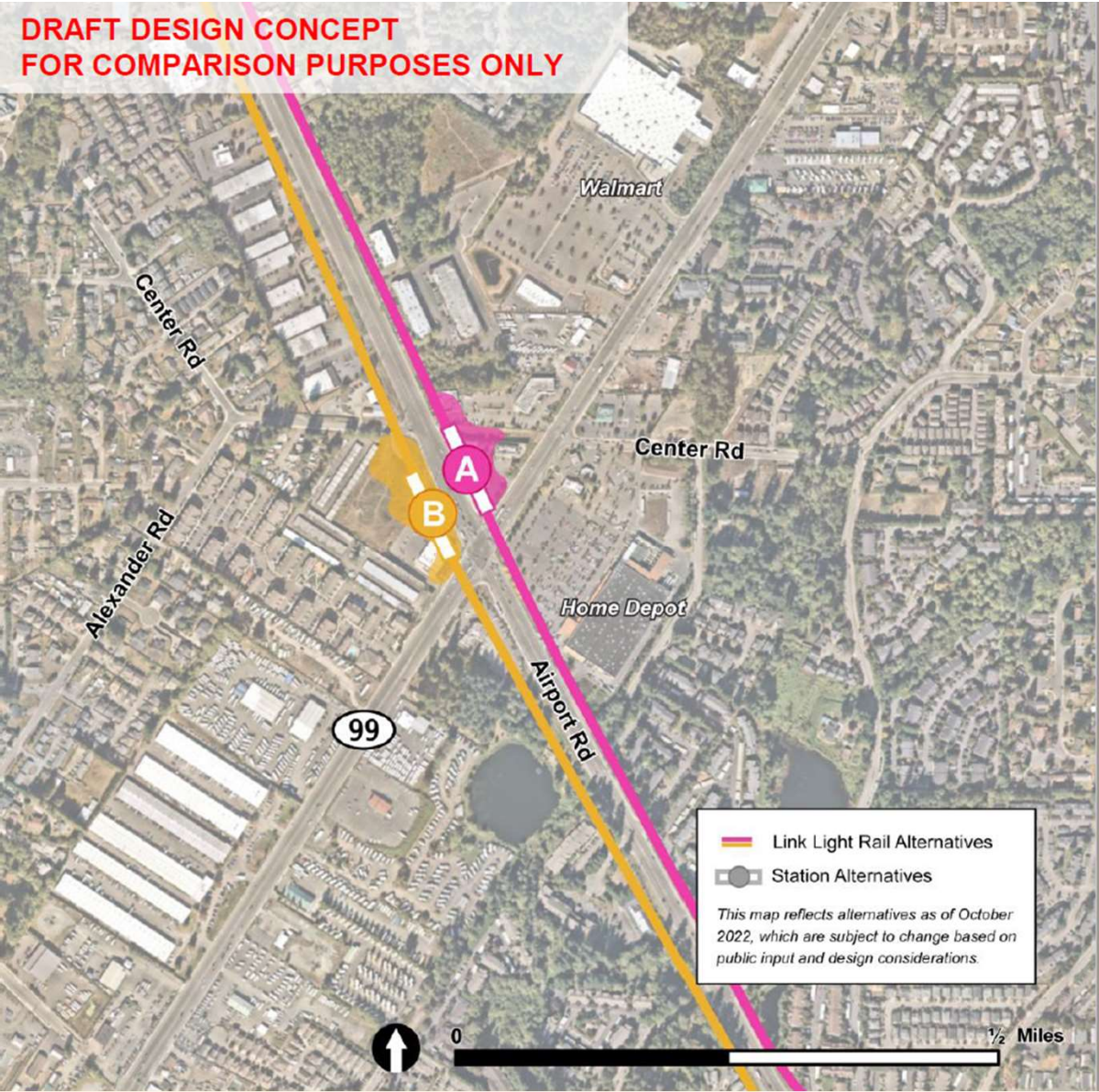


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COMPARISON PURPOSES ONLY.





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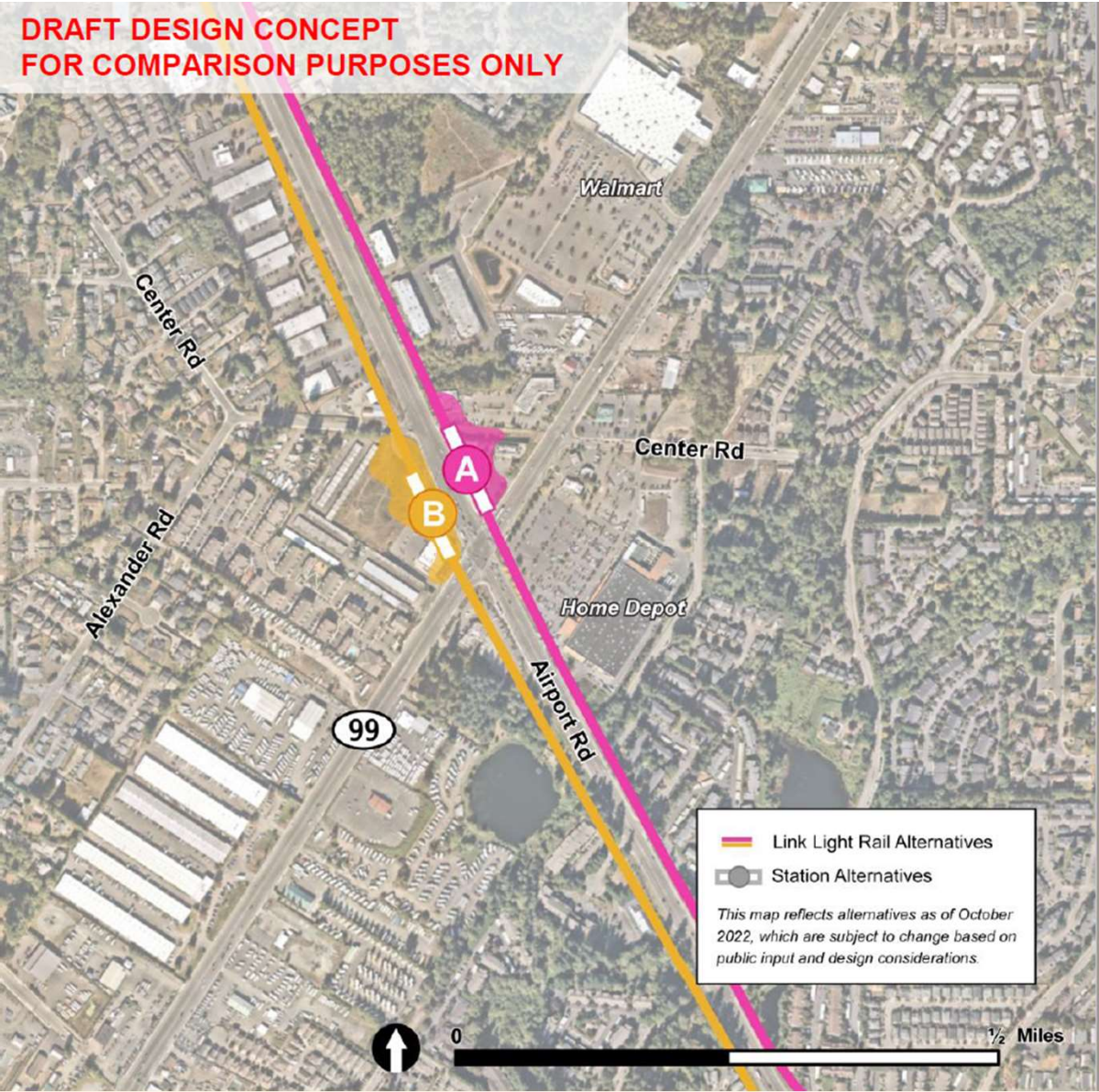


Transit Integration	A	B
Technical Challenges	A	B
TOD Development Potential	A	B
Non-Project Traffic Effects	A	B
Community Assets	A	B
Transportation Plan Consistency	A	B
2040 Population + Jobs	A	B
Comparative Cost	A	B
Equity: Race, Income, English Proficiency	A	B
Equity: Age, Ability, Means of Access	A	B
Equitable Access to Jobs	A	B
Proximity to Affordable Housing	A	B
Land Use Plan Consistency	A	B
Quality of Pedestrian Connections	A	B
Quality of Bike Connections	A	B
Built Environment + Social Resources	A	B
Acquisitions and Displacements	A	B
Burdens to Underserved Communities	A	B
Natural Environment	A	B





DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY



	<b>A</b>	<b>B</b>
Transit Integration		
Technical Challenges		
TOD Development Potential		
Non-Project Traffic Effects		
	<b>A</b>	<b>B</b>
Community Assets		
Transportation Plan Consistency		
2040 Population + Jobs		
Comparative Cost		
Equity: Race, Income, English Proficiency		
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Equitable Access to Jobs		
Proximity to Affordable Housing		
Land Use Plan Consistency		
Quality of Pedestrian Connections		
Quality of Bike Connections		
Built Environment + Social Resources		
Acquisitions and Displacements		
Burdens to Underserved Communities		
Natural Environment		



# AIRPORT ROAD RECOMMENDATION

- Transit integration key
  - Connects two Community Transit SWIFT lines and Everett Transit
  - **STATION A** performs better on this key criteria
- Cost is not a significant factor

**PREFERENCE: STATION A**

**BACKUP: STATION B**

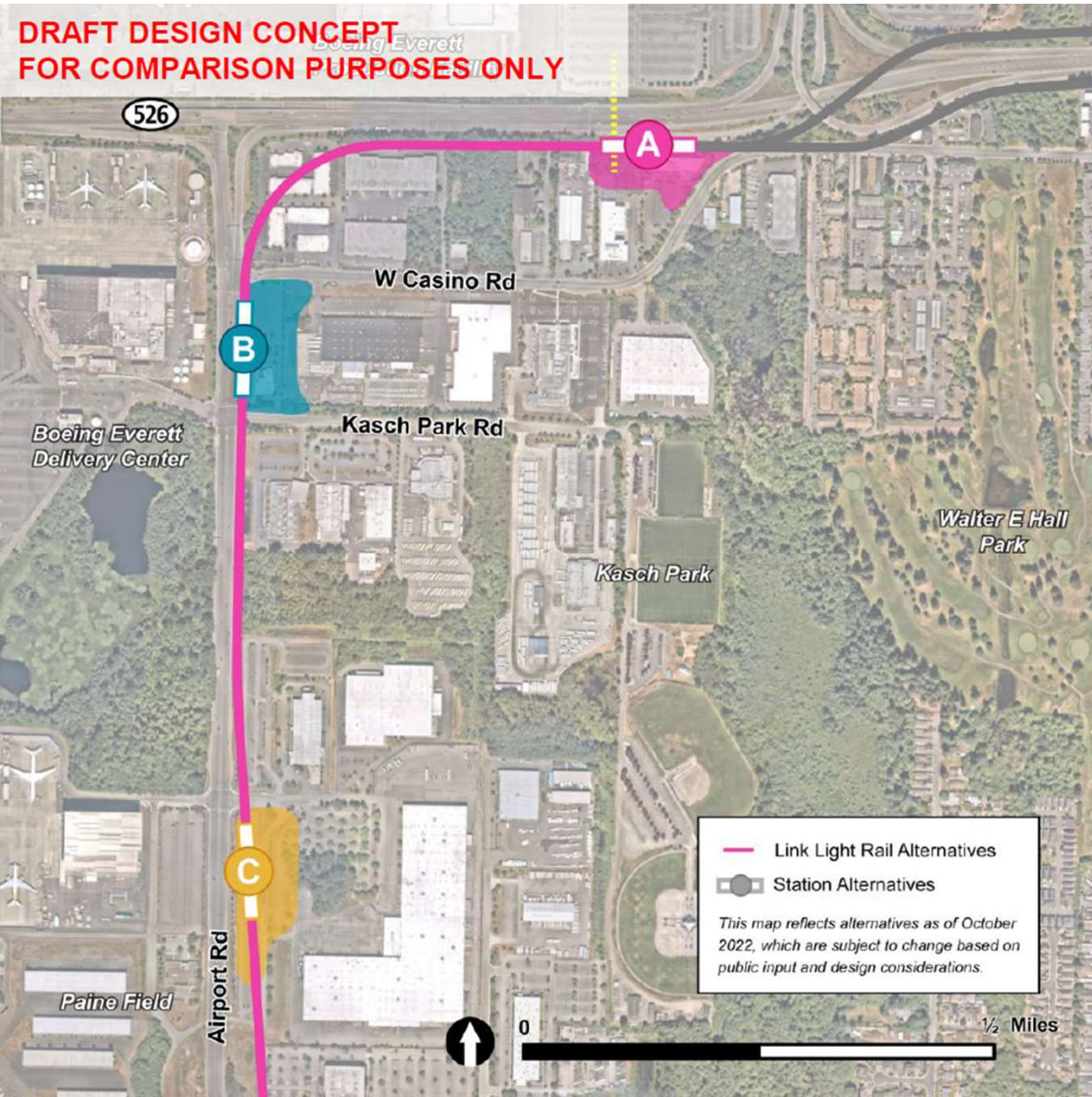


Station and alignment

# SW EVERETT INDUSTRIAL







## STATION A

- On Casino Road ¼ mile from residential
- ¼ mile to Boeing Plant

## STATION B

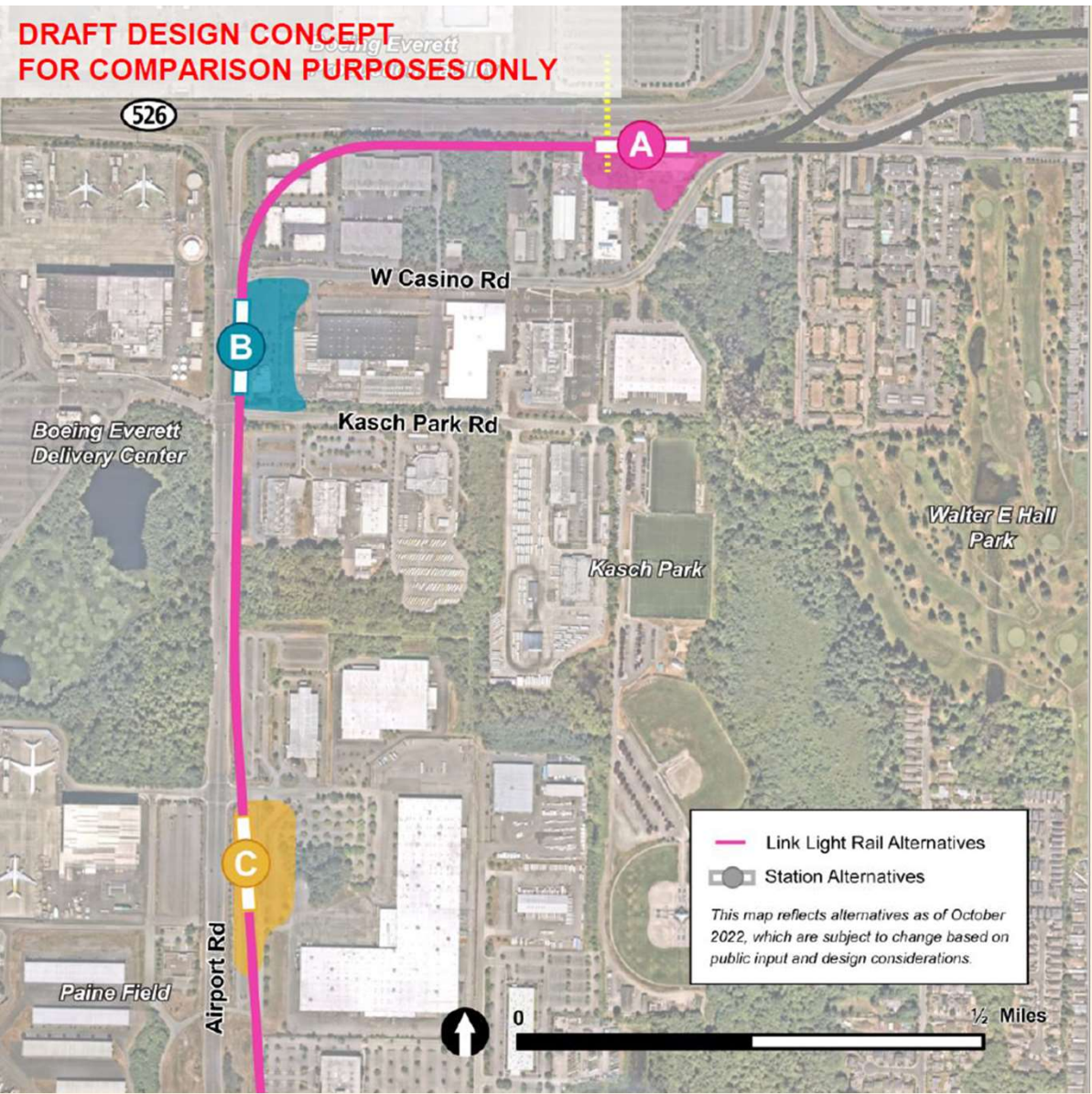
- Intersection of Casino Road and Airport Road

## STATION C

- On Airport Road north of 100th



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FOR COMPARISON PURPOSES ONLY

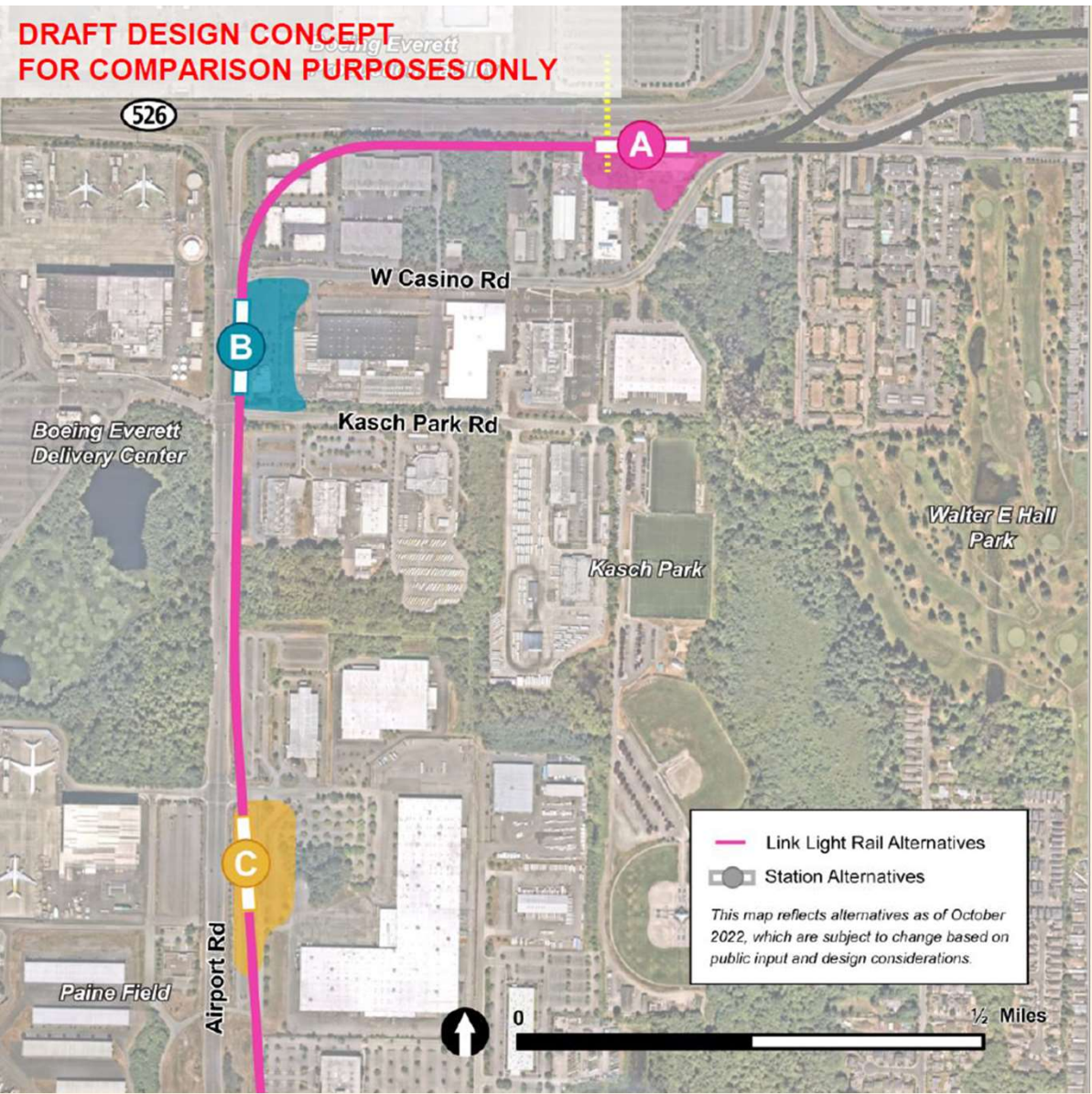


	A	B	C
Transit Integration			
2040 Population + Jobs			
Equity: Race, Income, English Proficiency			
Proximity to Affordable Housing			
TOD Development Potential			
Quality of Pedestrian Connections			
Quality of Bike Connections			
Non-Project Traffic Effects			
Community Assets			
Transportation Plan Consistency			
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DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY



	A	B	C
Transit Integration			
2040 Population + Jobs			
Equity: Race, Income, English Proficiency			
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# SW EVERETT RECOMMENDATION

- **STATION A** serves Everett neighborhoods best
  - Directly serves diverse, densely populated Casino Road
  - Improves prospects of WEH golf course redevelopment
  - Supports population and jobs
- Boeing strongly supports **STATION A**
  - Approximately 30,000 employees per day
  - Boeing to fund pedestrian overpass of SR526
  - Confident that future workforce will rely on public transit



# SW EVERETT RECOMMENDATION

- PAE service should not be priority
  - **All options require shuttle service**
  - Use of light rail more likely with commuters than passengers
  - Daily PAE passengers less than 10% of daily Boeing workers
- If **STATION A** not selected, **STATION B's** strong transit integration needed to serve Boeing, Casino Road

**STRONG PREFERENCE: STATION A**

**BACKUP: STATION B**



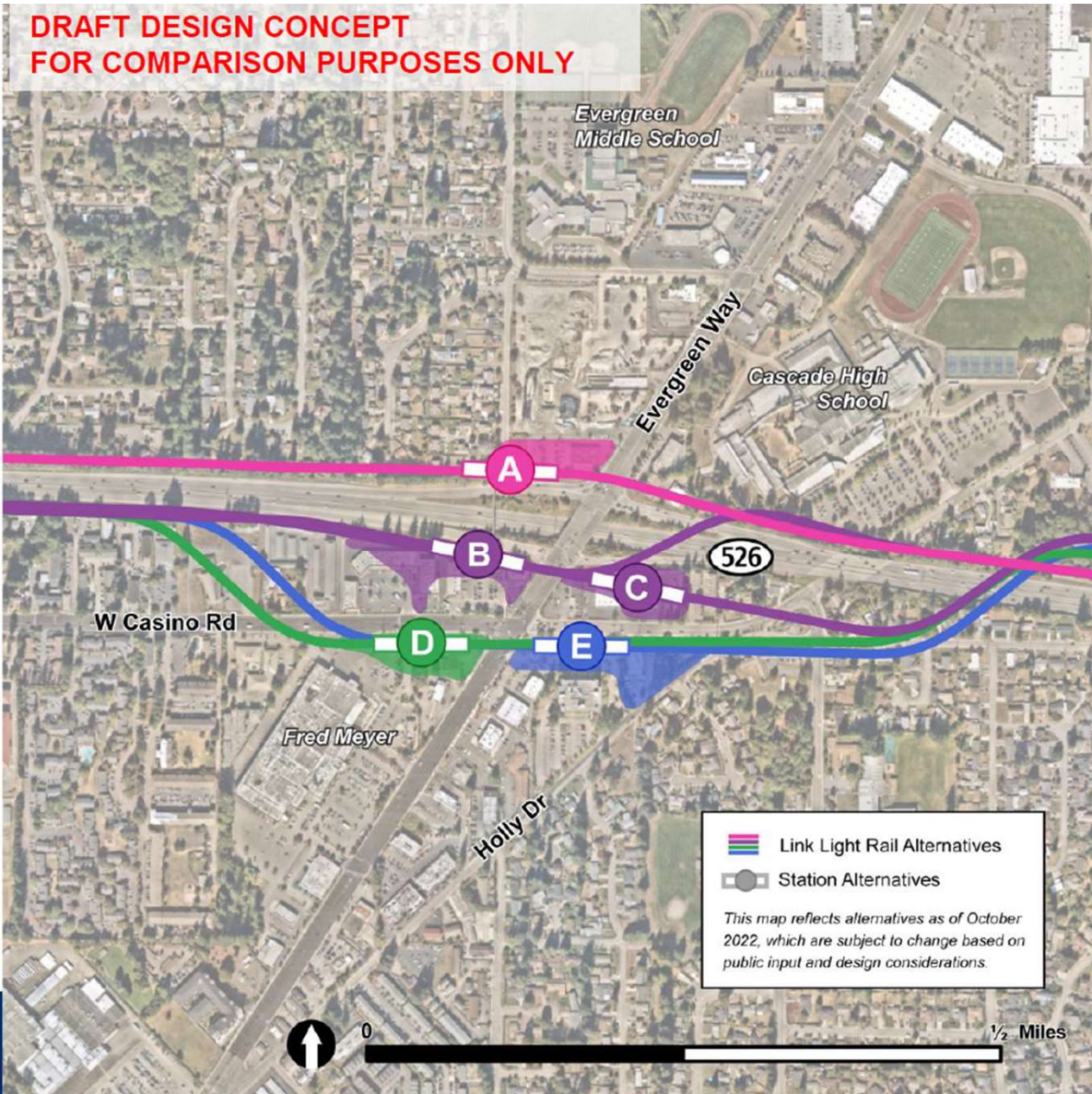
Station and alignment

# EVERGREEN WAY & CASINO RD





**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



## STATION A

- Only option north of SR526
- Four Corners (old KMART)
- Requires new ped overpass

## STATION B

- Casino Square property
- Requires new ped overpass

## STATION C

- Dunn Lumber property

## STATION D

- NE corner of Fred Meyer lot

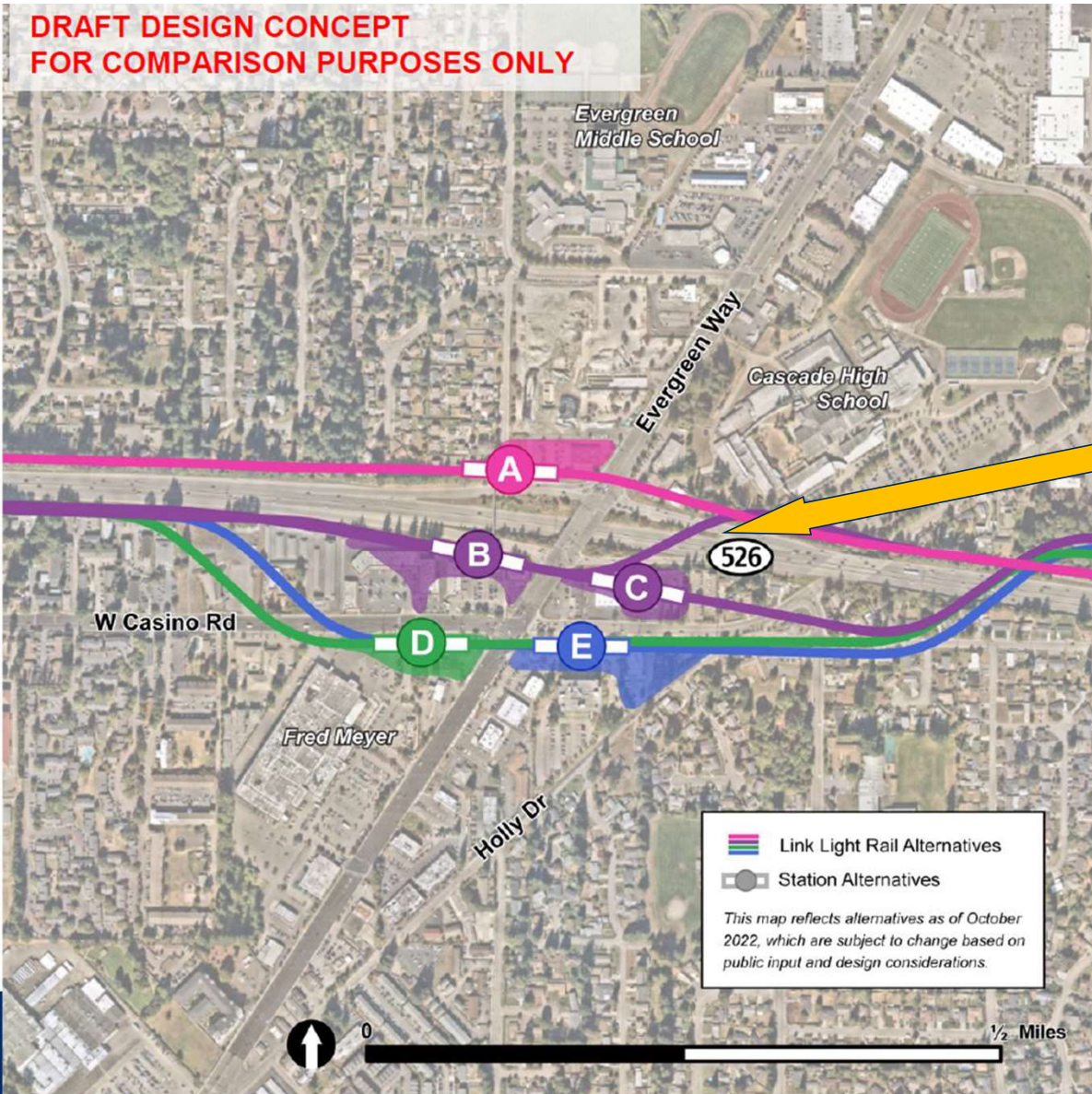
## STATION E

- North edge of Ziplly Fiber





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FOR COMPARISON PURPOSES ONLY



## Purple alignment

- **STATION B** only south side station that allows less expensive SR526 crossing (saves est. \$100+ million)

## Green alignment

- Serves **STATION D** or **STATION E**
- More property impacts, curves

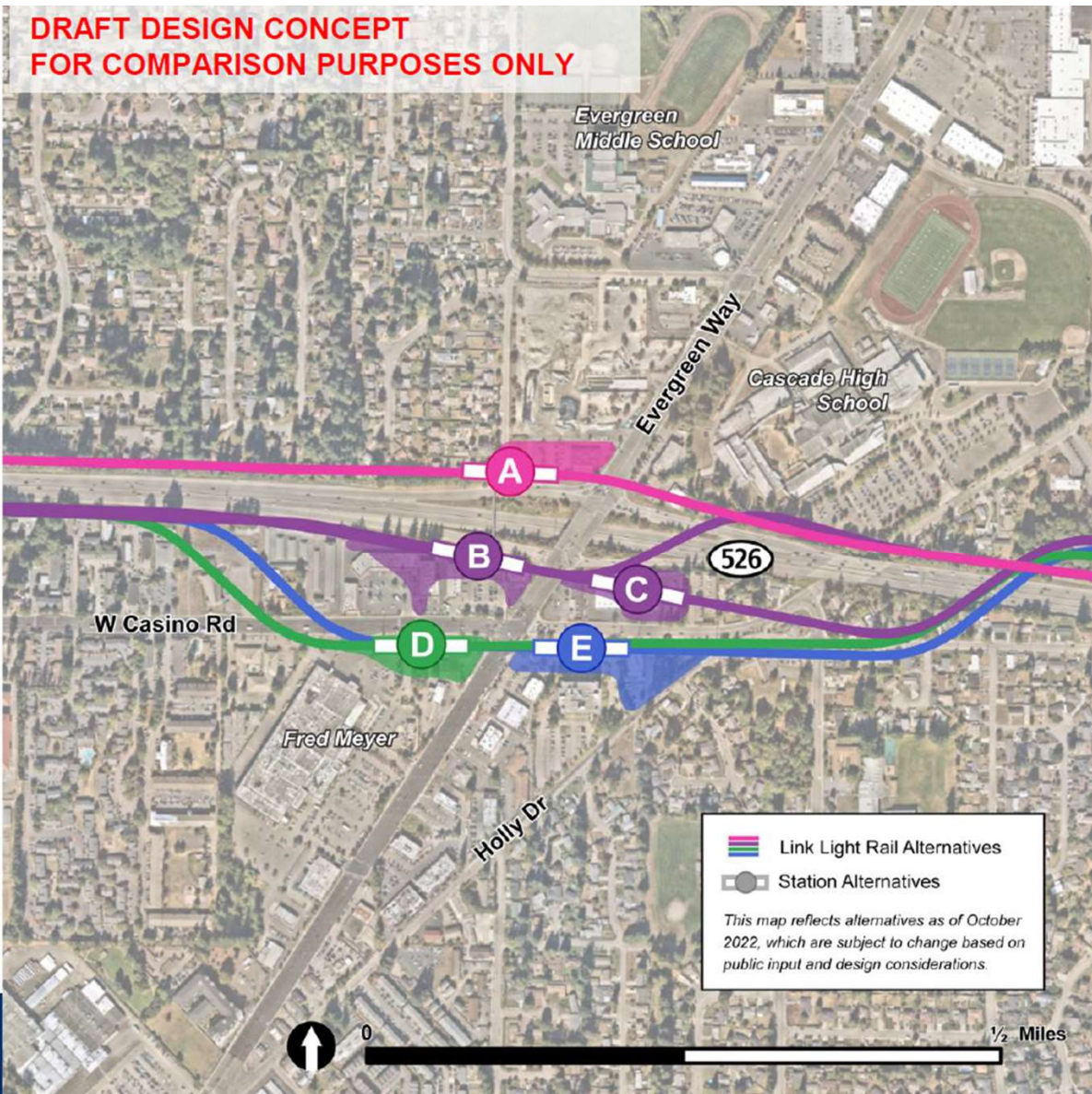
## Blue alignment

- Only serves **STATION E**





**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



**Community Assets**

**Transit Integration**

**2040 Population + Jobs**

**Technical Challenges**

**Comparative Cost Estimates**

**Equity: Race, Income, English Proficiency**

**Proximity to Affordable Housing**

**Land Use Plan Consistency**

**TOD Development Potential**

**Quality of Pedestrian Connections**

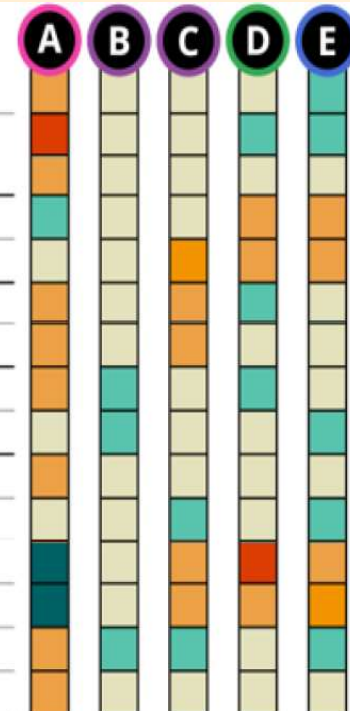
**Quality of Bike Connections**

**Acquisitions and Displacements**

**Burdens to Underserved Communities**

**Non-Project Traffic Effects**

**Natural Environment**

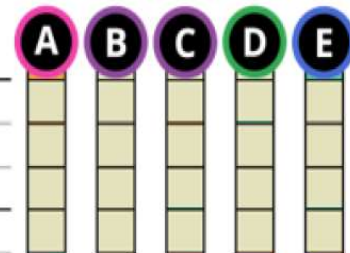


**Transportation Plan Consistency**

**Equity: Age, Ability, Means of Access**

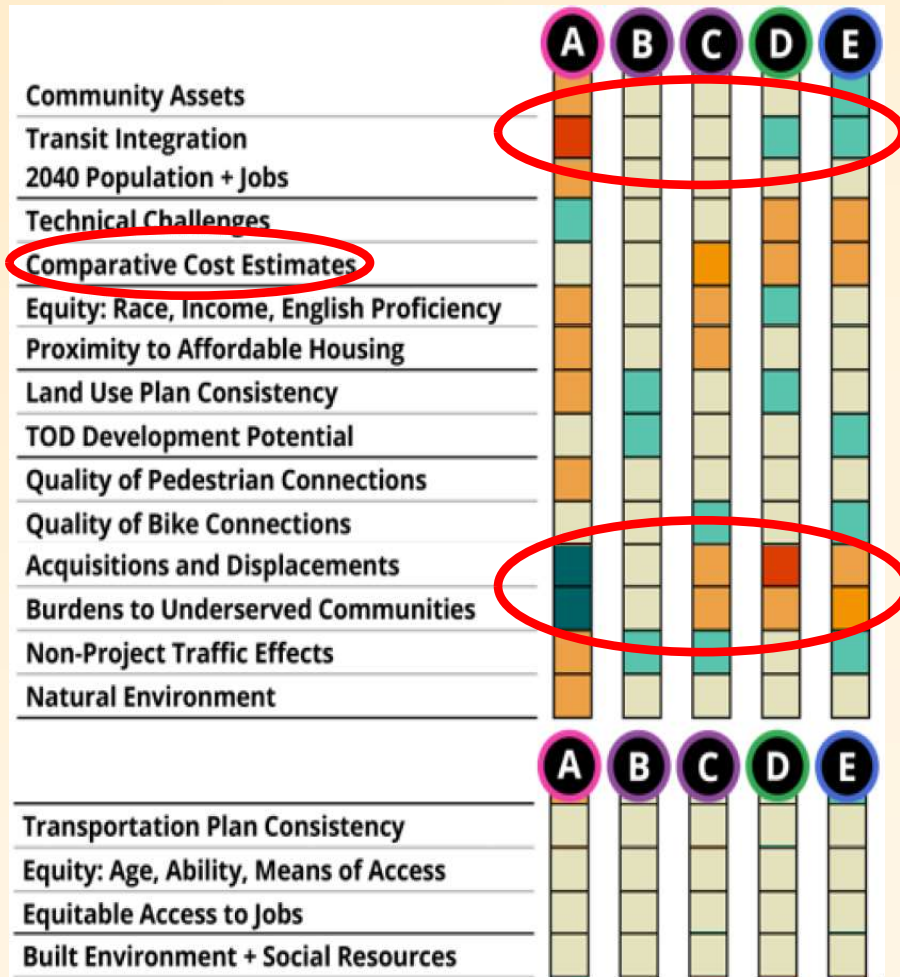
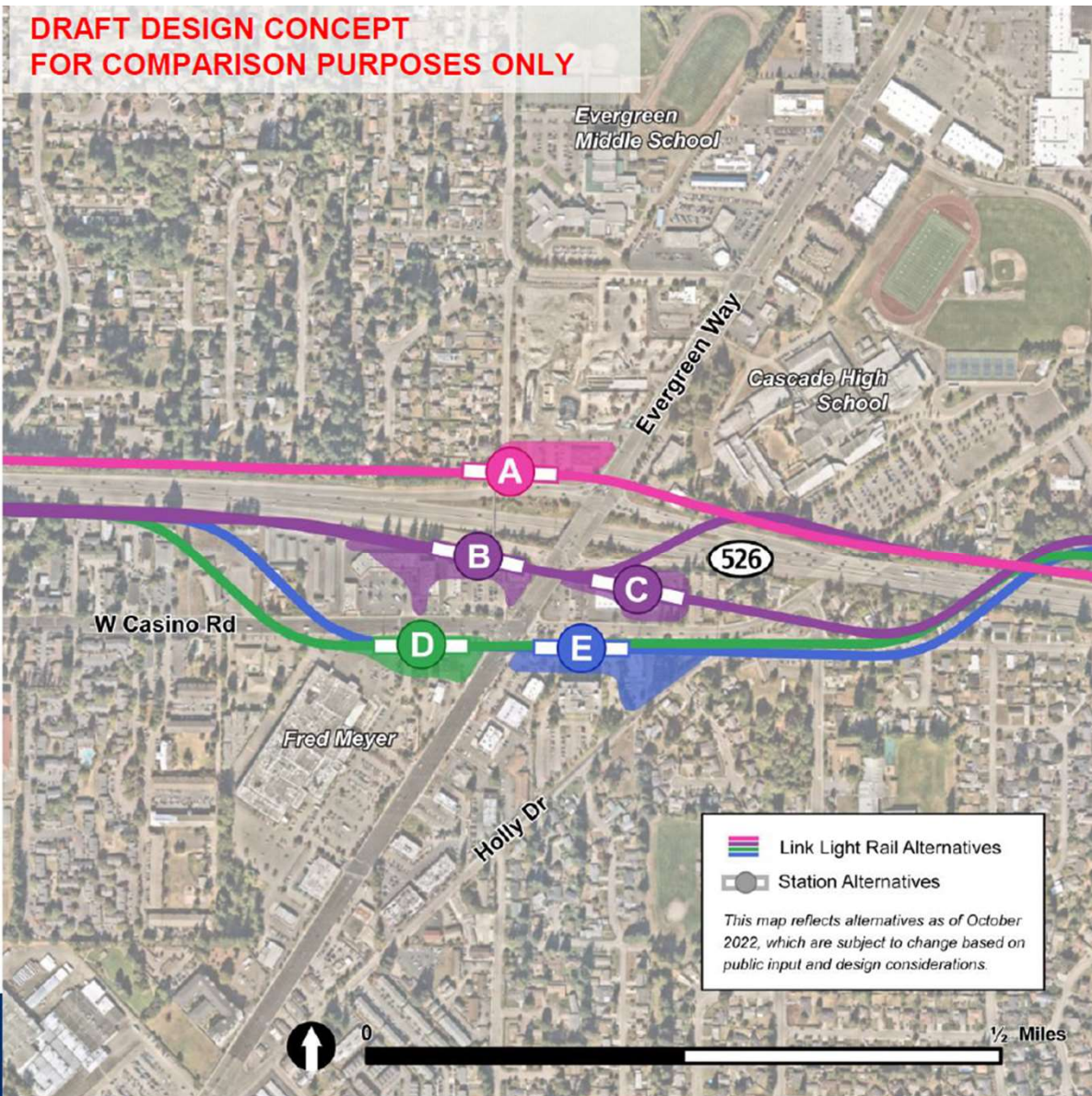
**Equitable Access to Jobs**

**Built Environment + Social Resources**



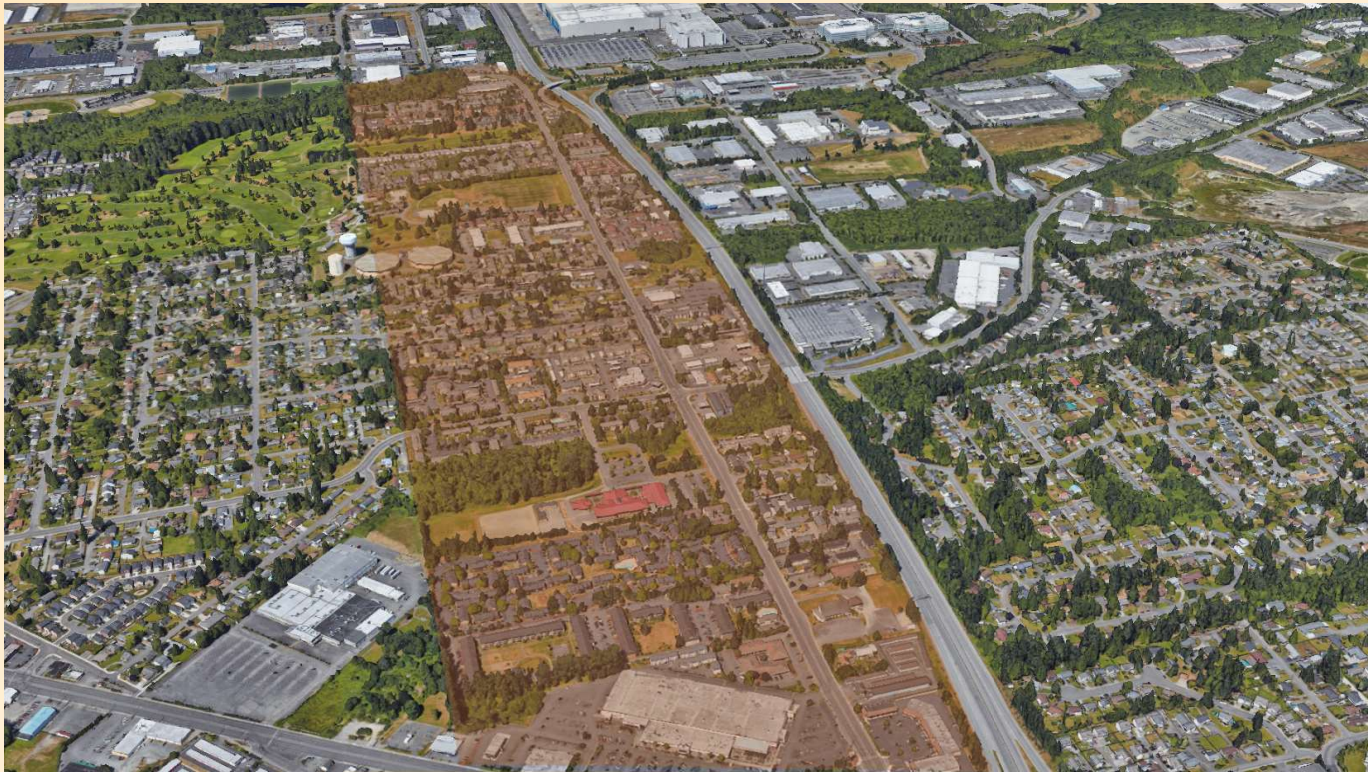


**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**





# EVERGREEN & CASINO



## 2019 Council Retreat Transformational goal:

*“Foster on-going efforts along Casino Road to create a stable, attractive, and opportunity-filled environment that lifts both the area and its constituents”*

# EVERGREEN & CASINO

- Key to transformation is making transformational choices
  - **STATION A** is not transformational
  - Difficult for riders, makes transit worse for Casino Road, and poor development potential
- Transformation lies south of SR526
  - More options explored than shown
  - Eliminated alignment down Casino Road
  - **STATION C**, **STATION D**, and **STATION E** add \$100+ million
  - **STATION B** and **STATION C** eliminate Casino Square





# EVERGREEN & CASINO

- Advantages of **STATION B** over other south-side options
  - Highest overall score
  - Less expensive SR526 crossing
  - Sound Transit replaces pedestrian bridge over SR526
- Advantages of **STATION E** over **STATION C**, **STATION D**
  - Second highest score
  - Good transit connectivity
  - Strong development potential



# EVERGREEN & CASINO

- Casino Square business owners vs. property owners
  - Businesses loved and contribute to Casino Road character
  - Property owners are regional investors (Bellevue, Mercer Island) able to sell, redevelop, raise rents as they see fit
- Staff conclusion
  - Regardless of station location or alignment, Casino Square likely to be redeveloped or become unaffordable to current businesses
  - Casino Square businesses need permanently affordable space



# EVERGREEN & CASINO RECOMMENDATION

**PREFERENCE IS *STATION B***

**BACKUP *STATION E***

**REGARDLESS OF CHOICE, CITY SHOULD IMMEDIATELY LAUNCH EFFORTS WITH COMMUNITY TO CREATE—BY 2028—PERMANENTLY AFFORDABLE COMMERCIAL SPACES AVAILABLE TO CASINO SQUARE BUSINESSES**

***STATION A* IS NOT TRANSFORMATIVE, DOES NOT SERVE THE CASINO ROAD COMMUNITY WELL, AND SHOULD NOT BE STUDIED FURTHER**



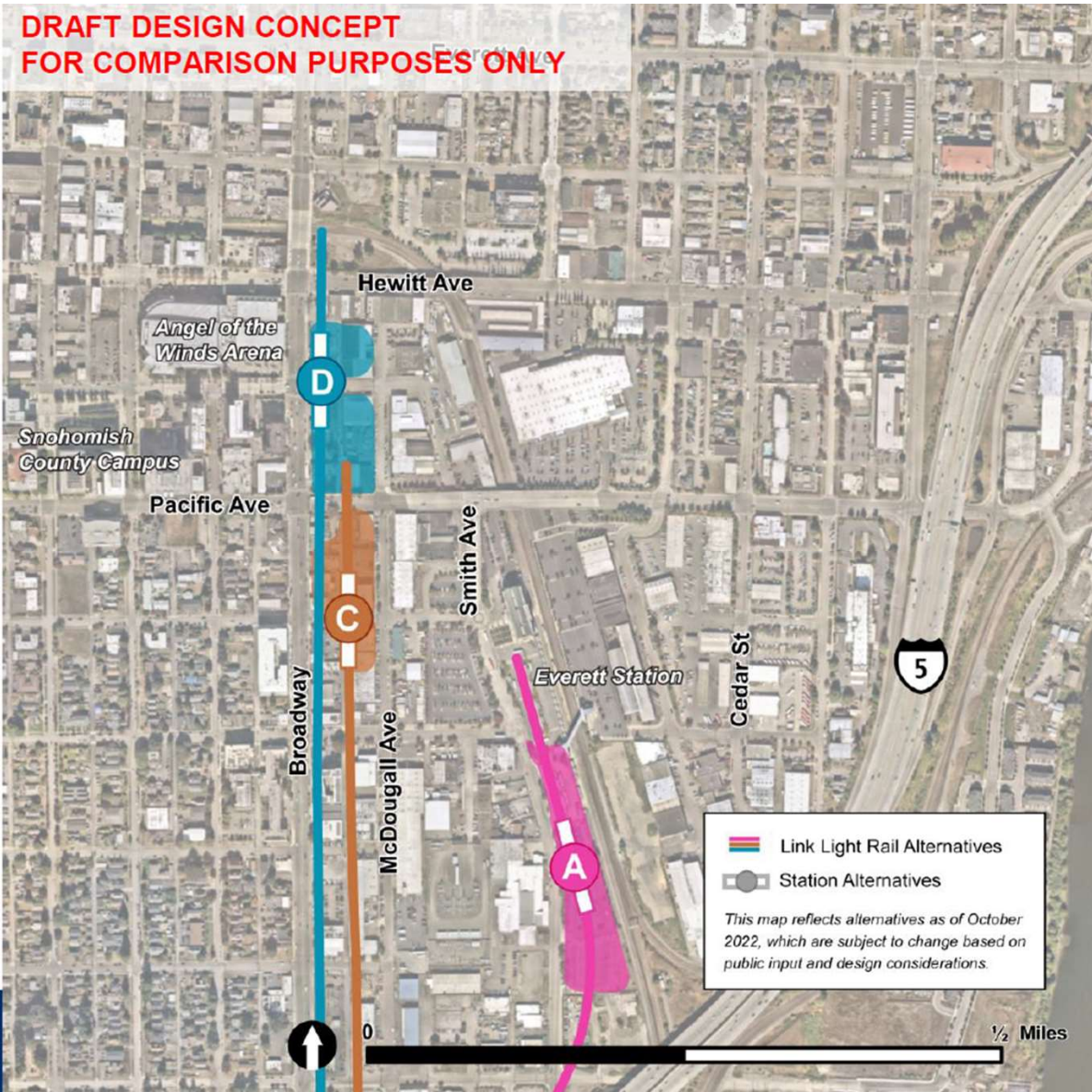


Station and alignment

# DOWNTOWN EVERETT



**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**



## STATION D

- On Broadway between Pacific & Hewitt

## STATION C

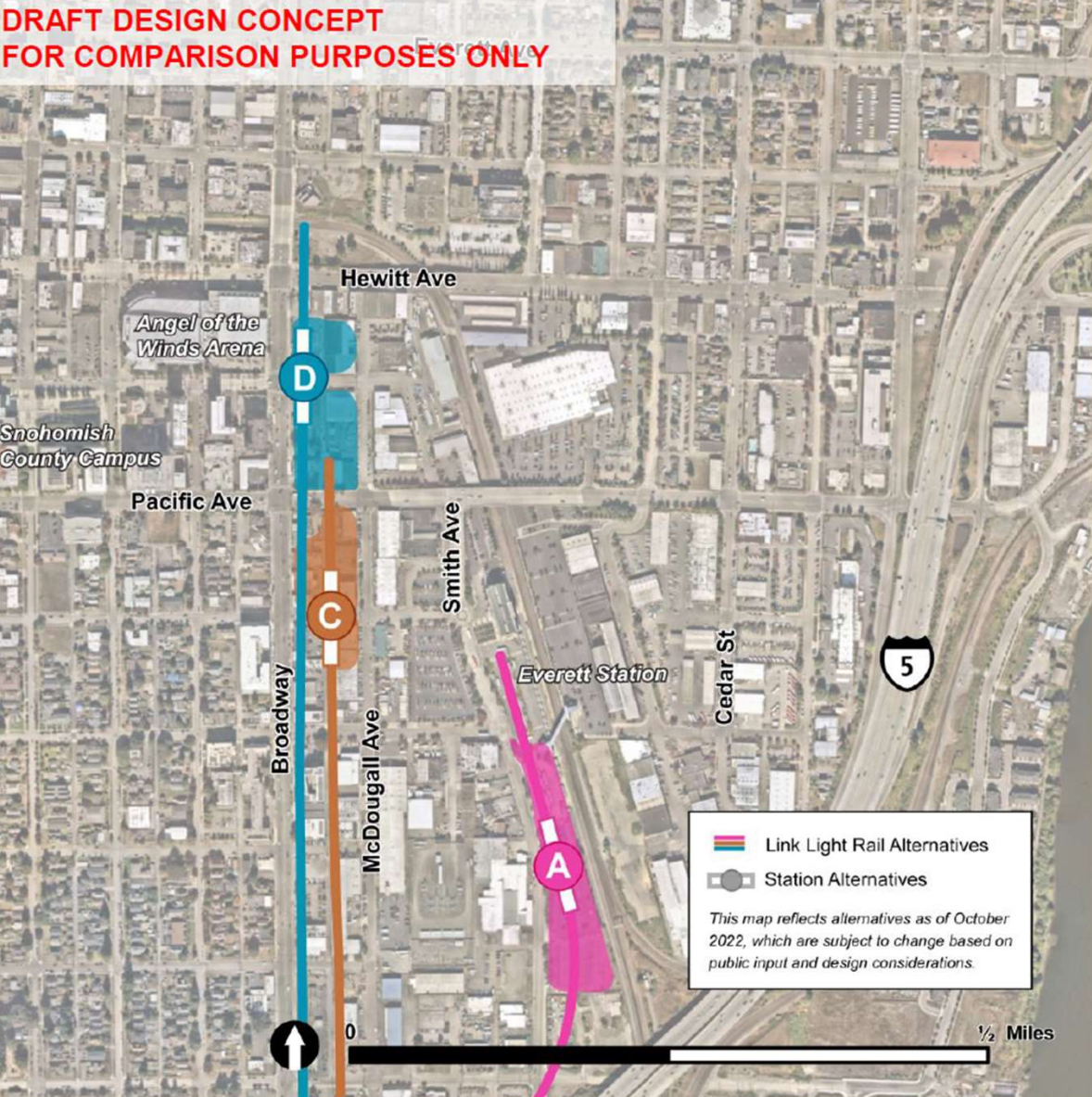
- On McDougall between 33<sup>rd</sup> & Pacific

## STATION A

- On Smith south of Everett Station



**DRAFT DESIGN CONCEPT  
FOR COMPARISON PURPOSES ONLY**

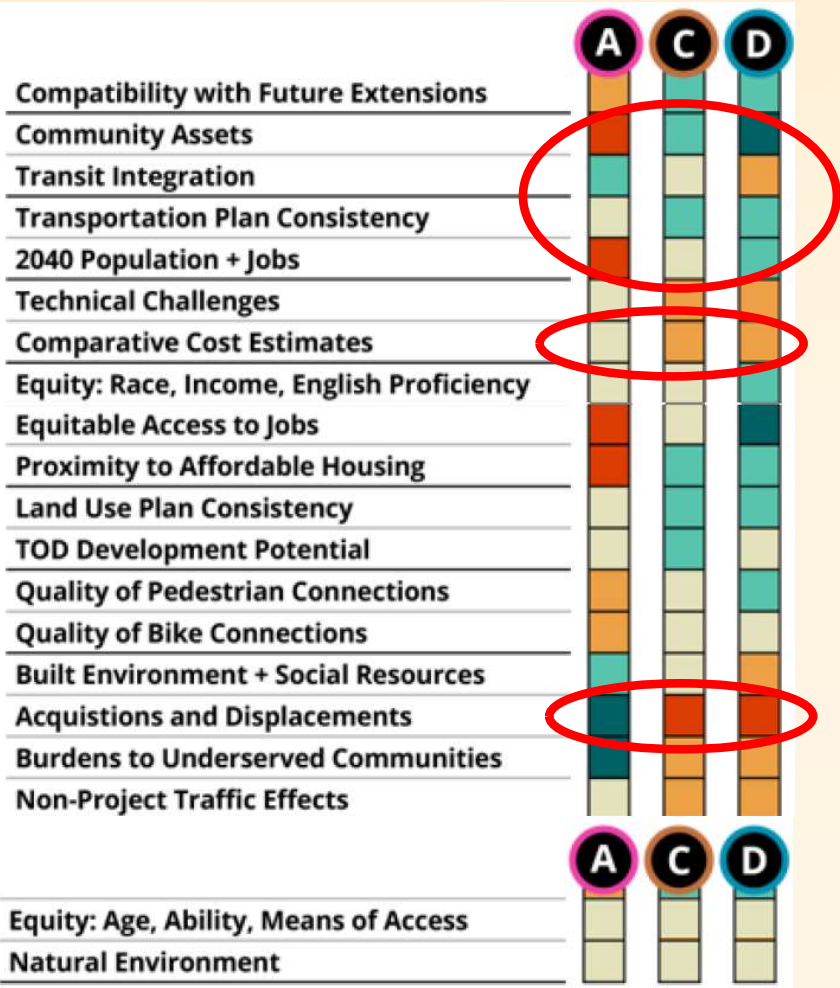
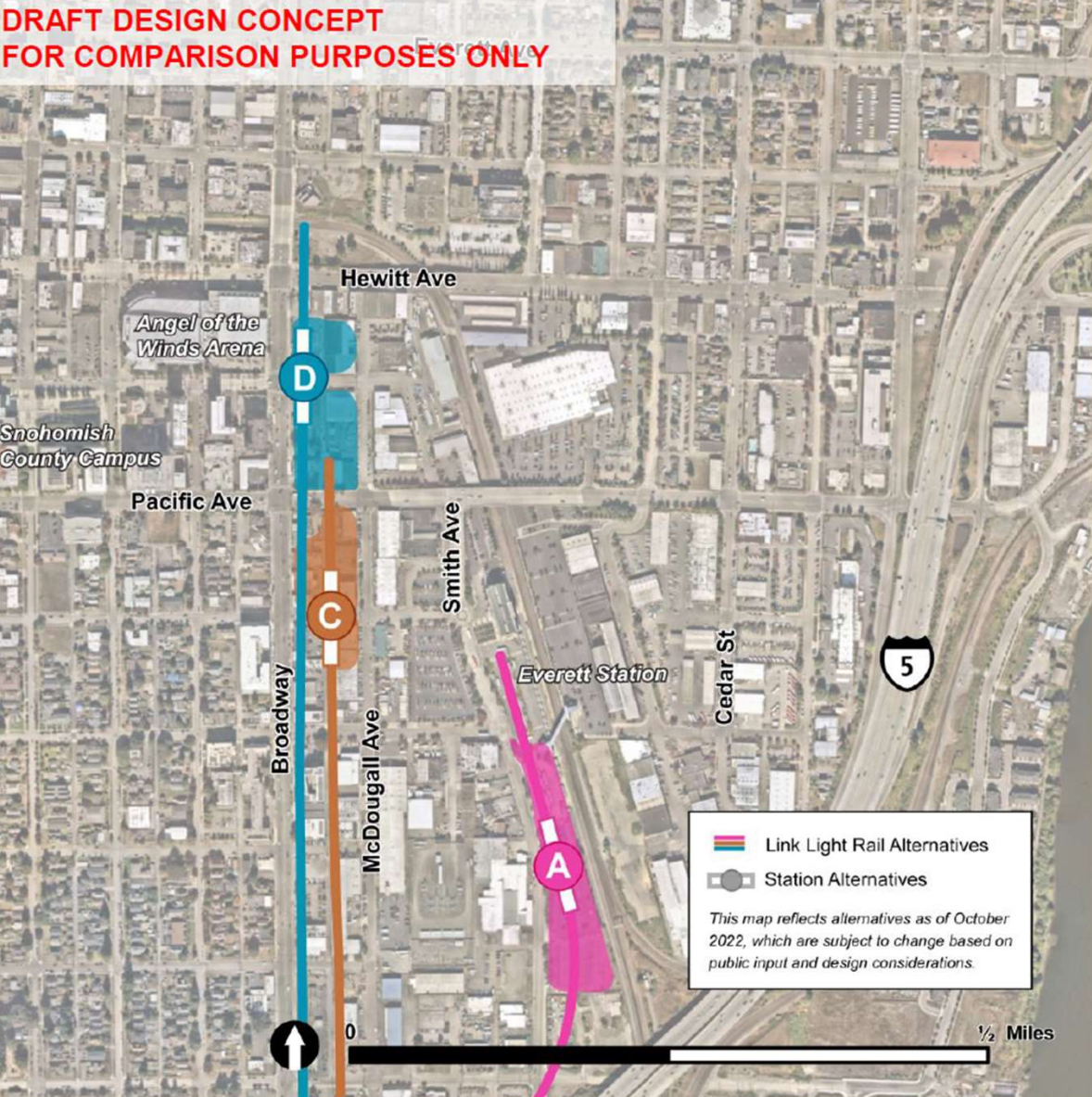


	A	C	D
Compatibility with Future Extensions			
Community Assets			
Transit Integration			
Transportation Plan Consistency			
2040 Population + Jobs			
Technical Challenges			
Comparative Cost Estimates			
Equity: Race, Income, English Proficiency			
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FOR COMPARISON PURPOSES ONLY



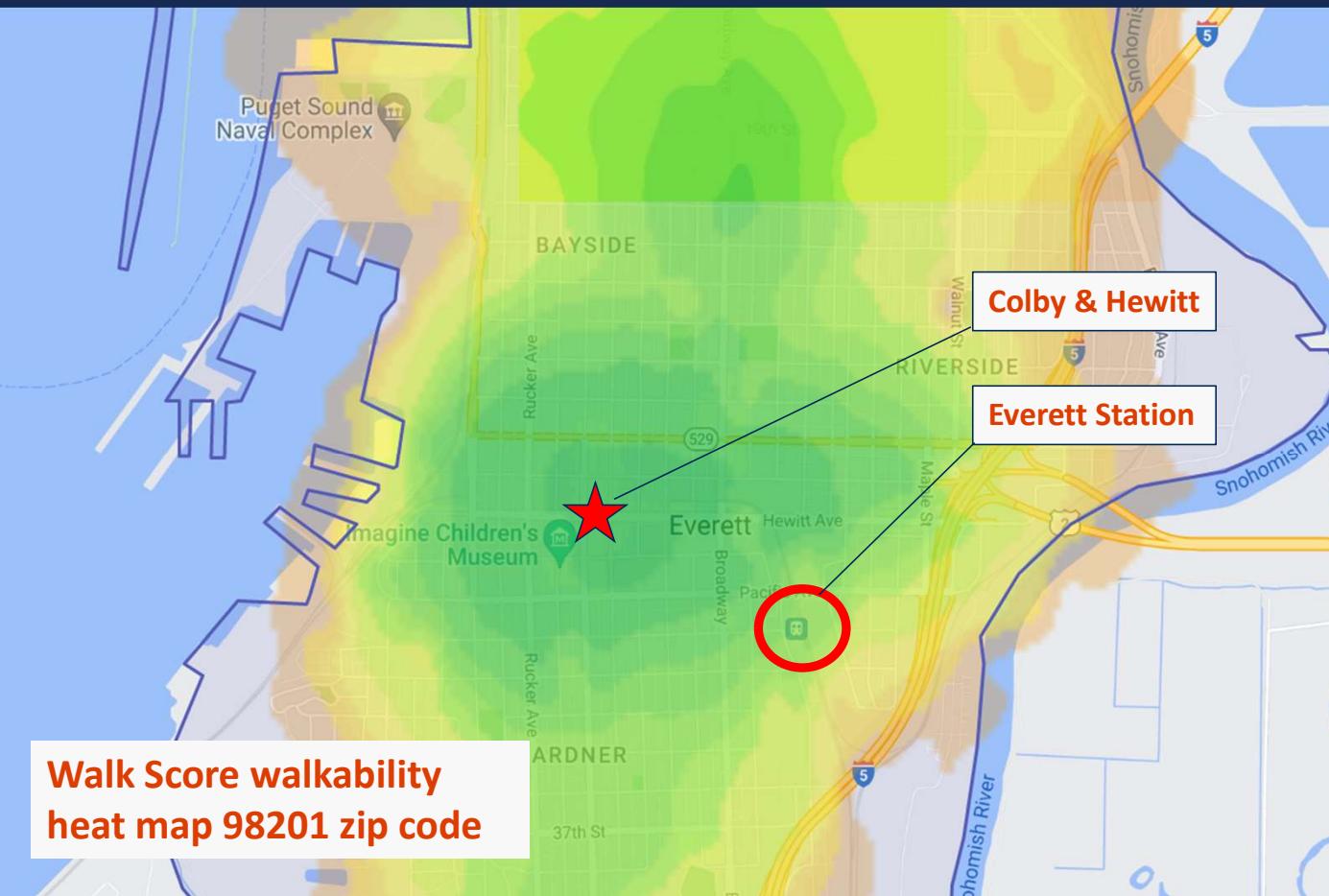


# DOWNTOWN EVERETT

- Downtown Everett station affected most by interaction of station location, guideway, and alignment
- Sound Transit studied every alternative suggested and contributed additional options
- All options require significant property acquisitions
  - Public and private properties
  - Even poor performing options require significant acquisitions



# DOWNTOWN EVERETT – STATION

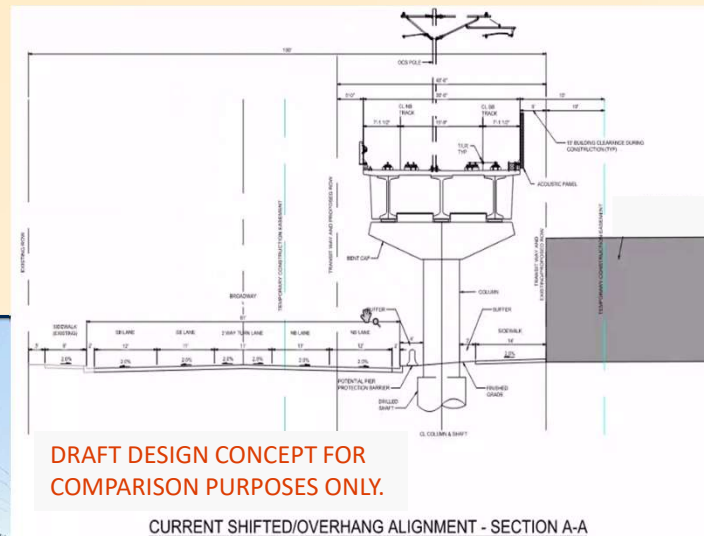


Performance improves every step toward downtown

- Supports development, population, jobs
- Connects to neighborhoods and community assets
- Corresponds to city vision, investment



# DOWNTOWN EVERETT - GUIDEWAY



- Big and imposing
- Limits buildings and vehicles under and next to guideway
- Impacts
  - Aesthetic
  - Psychological
  - Transportation
  - Buildings



# DOWNTOWN EVERETT – **ALIGNMENT**



Original **STATION A**  
location[not shown]

- Located between A2 and BNSF
- Fatal flaw: tail track collides with Everett Station



# DOWNTOWN EVERETT – **ALIGNMENT**



**STATION A2** moved west to avoid Everett Station

- Partial takes to realign Smith Ave
- Full acquisitions of city and private properties
- Tail track directly in front of Everett Station



# DOWNTOWN EVERETT – **ALIGNMENT**



## **STATION A3** west of Everett Station

- Station structure in across Smith from Everett Station
- Similar number of property acquisitions to strong performing options



# DOWNTOWN EVERETT – ALIGNMENT



## OPTION X

- Unclear if can even be built
  - Difficult geometry to go from over BNSF to under Pacific
  - Fatal flaw or at best, costly
- Significant property acquisitions west of BNSF



# DOWNTOWN EVERETT – **ALIGNMENT**



## Broadway alignment

- **STATION D** best performing station location
- Property impacts on entire east side of Broadway
- Guideway would be Broadway frontage



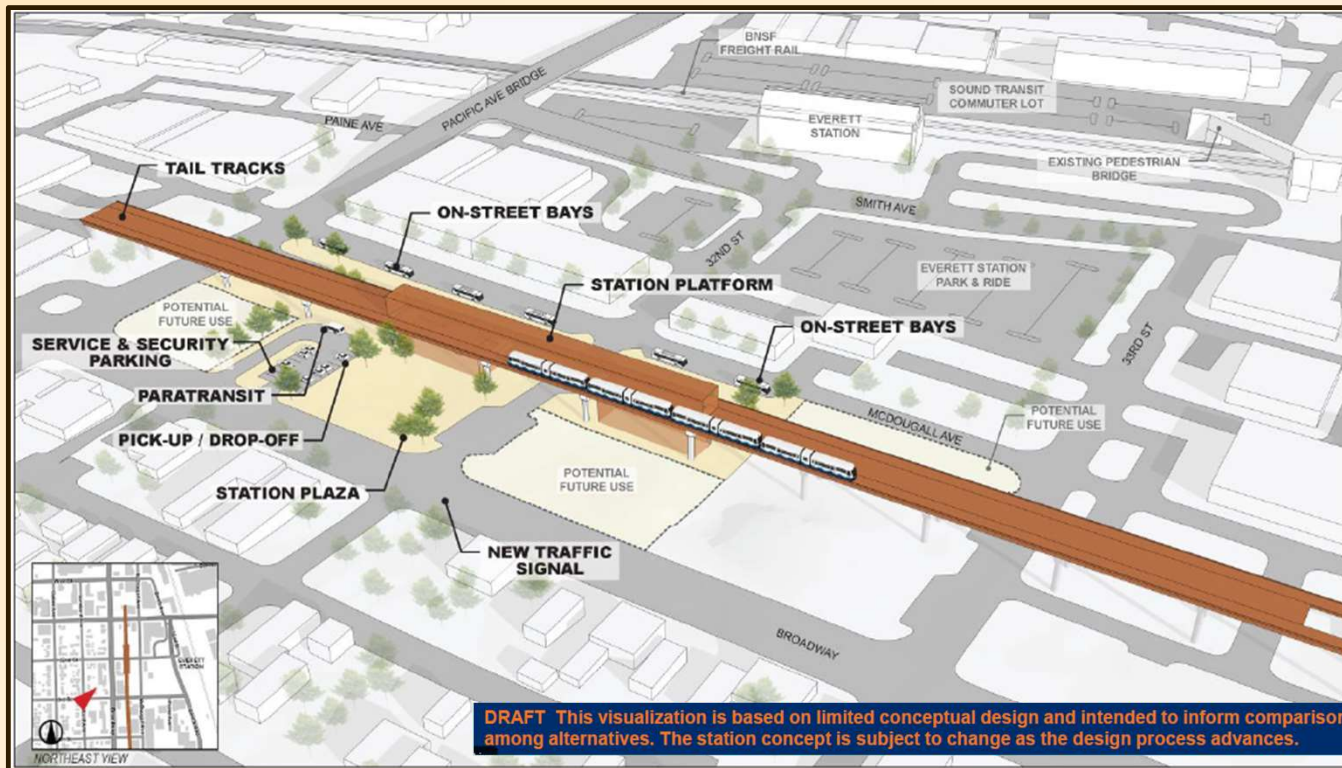
# DOWNTOWN EVERETT – **ALIGNMENT**



## McDougall Alley alignment

- Can connect either **STATION C** or **STATION D**
- Topography lessens visual impact
- Avoids 6 blocks of Broadway impacts
- Smaller McDougall frontage

# DOWNTOWN EVERETT



**DRAFT** This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

## Staff Conclusions

- Best gateway look for city is robust, two-sided Broadway
- McDougall's lower topography lessens guideway impacts
- McDougall Alley alignment preserves most frontage



# DOWNTOWN EVERETT RECOMMENDATION

***PREFERENCE: STUDY BOTH STATION C AND STATION D  
WITH McDOUGALL ALLEY ALIGNMENT***

***BACKUP: CONTINUE STUDYING STATION A ALTERNATIVES***

***CITY SHOULD DEVELOP PROGRAM—BY 2028—TO ASSIST IMPACTED  
BUSINESSES TO RELOCATE WITHIN EVERETT***



Site location

# **OPERATIONS & MAINTENANCE FACILITY NORTH**





The map displays the Everett, Washington area, including Paine Field, Boeing Everett Production Facility, and several parks and schools. It highlights four main OMF site alternatives: B1/B2 (purple), E (purple), F (purple), and a pink line representing the ST3 Representative Route. The ST3 route starts near the Boeing facility, goes south through the airport area, and then east towards the 128th St area. Other routes are shown in dark blue. Station alternatives are marked with circles: pink for ST3 and blue for others. The map includes a legend, a scale bar (0 to 1 mile), and a north arrow.

**EVLE OMF Site Alternatives**

- OMF North Site Alternatives
- ST3 Representative Station
- Other Station Alternative
- ST3 Representative Route
- Other Route Alternative

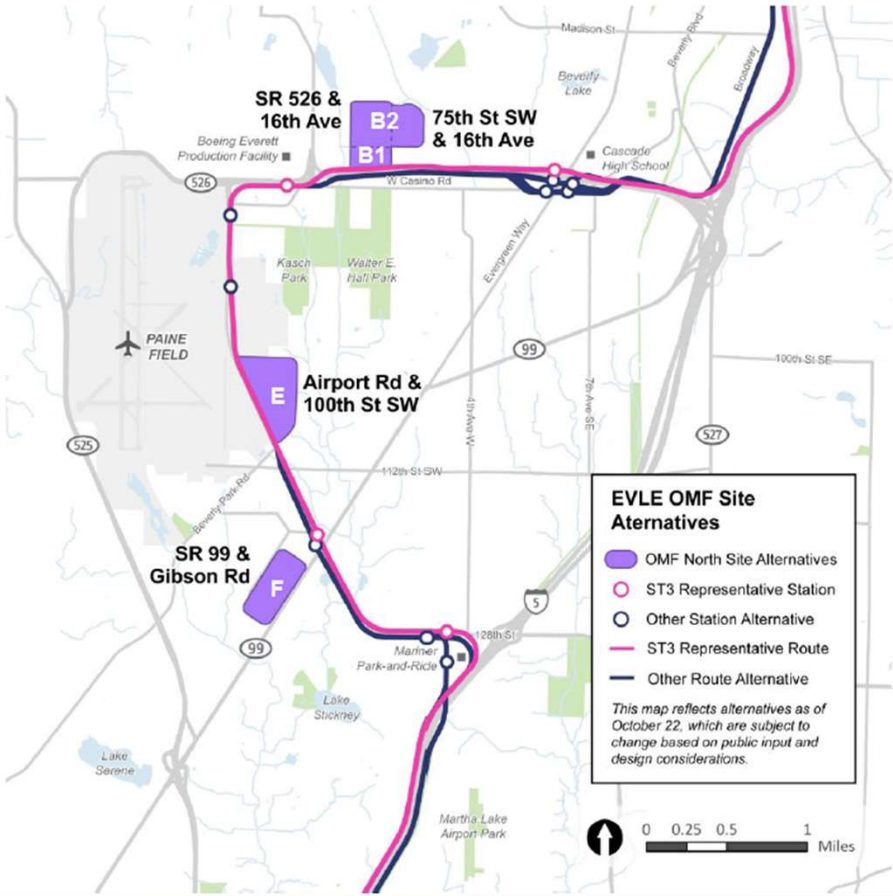
*This map reflects alternatives as of October 22, which are subject to change based on public input and design considerations.*

- East of Boeing plant
- Designated Manufacturing Industry Center (MIC)

- Intersection of 100<sup>th</sup> St SW and Airport Road

- South of Airport Road on Evergreen

# OMF North



Topography & Site Grading

Property Impacts

Property Value

Comparative Cost

Built Environment & Social Resources

Burden on Historically Underserved Communities

Natural Environment

Environmental Permitting

Utilities, Roadways and Public Infrastructure

Zoning & Land Use

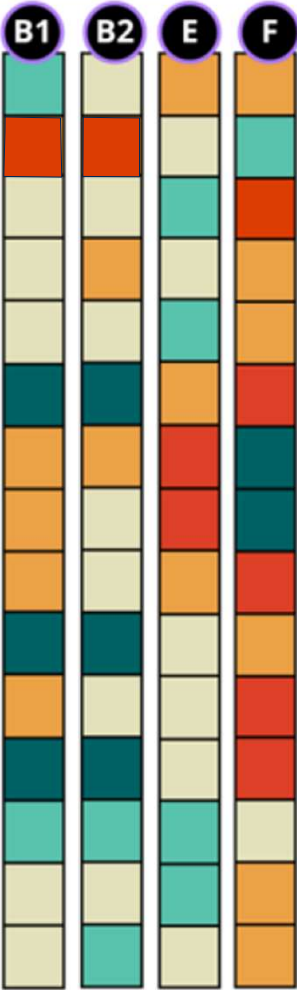
Employment Displacements

Residential Displacements

Facility Layout & Efficiency

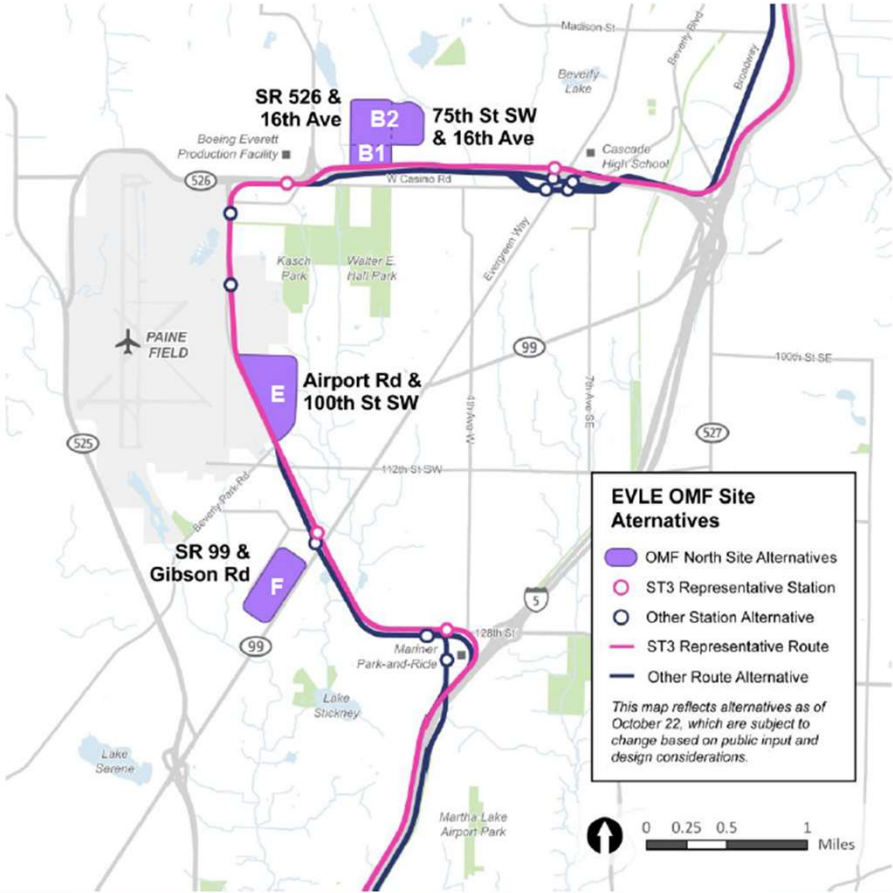
Access for Light Rail Vehicle Deliveries

Lead Track Connections





# OMF North



Topography & Site Grading

Property Impacts

Property Value

Comparative Cost

Built Environment & Social Resources

Burden on Historically Underserved Communities

Natural Environment

Environmental Permitting

Utilities, Roadways and Public Infrastructure

Zoning & Land Use

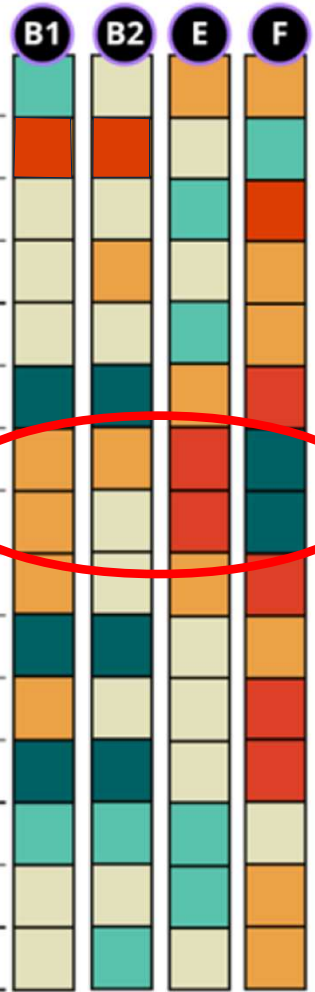
Employment Displacements

Residential Displacements

Facility Layout & Efficiency

Access for Light Rail Vehicle Deliveries

Lead Track Connections



# OMF NORTH

- Two different types of impacts
  - SITE B1 and SITE B2 in designated Manufacturing Industry Center
  - SITE E is in Swamp Creek environmentally sensitive area
- Reflected in scoring
  - “Property impacts” is criteria used to show in MIC
  - “Natural environment” and “Environmental permitting” are criteria for environmental issues



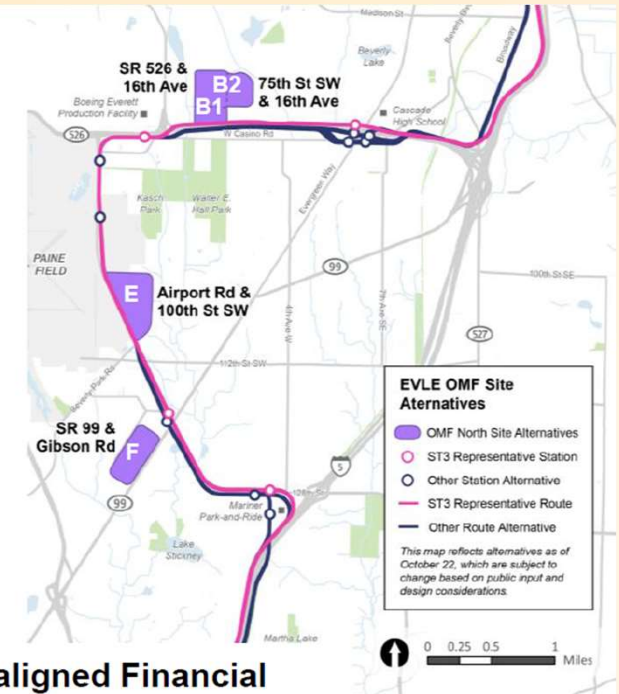


# OMF NORTH

- Enormous difference in impacts
  - MIC land will be lost forever with **SITE B1** and **SITE B2**
  - Sensitive area will be enhanced forever with **SITE E**
    - Sound Transit uniquely able to do this scale of remediation
    - Opportunity for once-in-a-generation restoration



# OMF North Comparative Cost Estimate\*



ST Realigned Financial Plan Estimate \$1.43B

Estimate Range (-2% to +20%)

\*Estimates are to be used for comparisons among alternatives only.



# OMF NORTH

- **SITE E** is cost effective option
  - **SITE E** has best connection to alignment
  - Property is over 40% undeveloped, large lots
- Additional unconsidered costs of **SITE B1** or **SITE B2**
  - Requires two crossings of SR526
  - Achilles property acquisition higher than typical
  - Studying **SITE B1** or **SITE B2** stifles investment



# OMF NORTH RECOMMENDATION

***STRONG PREFERENCE: SITE E***

***BACKUP: SITE F***

***SITE B1 AND SITE B2 SHOULD NOT BE STUDIED***

- ***EITHER OPTION CAUSES IRREPARABLE DAMAGE TO REGION'S ECONOMY***
- ***STUDYING STIFLES OVER \$100+ MILLION INVESTMENT FOR 3+ YEARS***
- ***STUDYING SENDS UNWELCOME MESSAGE TO MIC BUSINESSES***

